MARTELL'S - -
- - BRANDIES.
One Star...$22.00 Per Case.
Three Star $28.00 „ „
V. S. O. P. $44.00 „ „
V.V.S.O.P.$80.00 „ „
H. PRICE & CO.,
458 12, Queen's Road.

The China Mail.

ESTABLISHED 1845.

CLUB - - -
$12.00 Per Dozen
F. O. S. - - -
$15.00 Per Dozen
The Best Value in
SCOTCH WHISKIES
on the Market.
H. PRICE & CO.,
458 12, Queen's Road.

No. 12,030 英一千一百九零年十月七號 HONGKONG, MONDAY, OCTOBER 7, 1901. 辛丑年八月廿五日 PRICE, $2.50 Per Month.

AGENTS FOR THE *CHINA MAIL*.

LONDON:—F. Algar, 11 & 12, *Clement's Lane, Lombard Street*, E.C. Street & Co., 30, *Cornhill*. Gordon & Gotch, *Ludgate Circus*, E.C. Bates Hendy & Co., 81, *Cannon Street*, E.C. Samuel Deacon & Co., 150 & 154, *Leadenhall Street*. W. M. Wills, 151, *Cannon Street*, E.C. Robert Watson, 150, *Fleet Street*, C. Mitchell & Co, *Snow Hill, Holborn Viaduct*, E.C.

PARIS AND EUROPE:—Mayence, Favre & Co., 18 *Rue de la Grange Batelière*.

NEW YORK:—The Chinese Evangelist Office, 52, *West 22nd Street*.

SAN FRANCISCO and American Ports generally:—Bean & Black, *San Francisco*.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—Gordon & Gotch, *Melbourne and Sydney*.

CEYLON:—W. M. Smith & Co., The Apothecaries Co., *Colombo*.

BATAVIA:—H. M. van Dorp & Co.

SINGAPORE, STRAITS, &c.:—Kelly & Walsh, Ltd., *Singapore*.

PHILIPPINE ISLANDS:—A. S. Watson & Co., *Manila*.

CHINA:—*Macao*, A. A. de Mello. *Amoy*, N. Moalle & Co., Limited. *Foochow*, Brockett & Co. *Shanghai*, Lane, Crawford & Co., and Kelly & Walsh. *Yokohama*, Lane, Crawford & Co., and Kelly & Walsh.

Business Intimations.

NOTICE.

THE Undersigned carry in Stock an extensive line of CIGARS and CIGARETTES from the 'GERMINAL' FACTORY of Manila, for which they are Sole Agents in Hongkong. Prices moderate. Stock of specially selected quality. A trial solicited. Special Terms to Exporters.

T. M. STEVENS & CO.,
1, Duddell Street.

Hongkong, August 2, 1901. 1607

NOTICE.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

MR. WILLIAM BASIL DIXON has This Day assumed Charge as CHIEF MANAGER.

By Order of the Board of Directors.
R. SHEWAN,
Chairman.

Hongkong, September 27, 1901. 2003

NOTICE.

WE have this day been appointed SOLE AGENTS for the well-known Cigar Factory 'LA OCEANICA,' of Manila, P.I. Cigars of Cuban Style. All Orders shall have our careful attention. Price List may be had on application to

Ritchie & Co.,
39, Des Voeux Road,
Hongkong.

FRED. C. FOCKEN,
General Agent
Manila.
P.O. Box, 374.

Hongkong, August 31, 1901. 1828

MRS. STOCKHAUSEN

BEGS to inform the Ladies of Hongkong and Coast Ports that she has just received her

NEW GOODS

Suitable for the coming Season, comprising:
DRESS MATERIALS, BLOUSE SILKS, MANTLES, JACKETS, RUFFLES, BELTS, TRIMMINGS.
TRIMMED AND UNTRIMMED MILLINERY, Etc., Etc.

28, QUEEN'S ROAD CENTRAL.

Hongkong, October 5, 1901. 2052

COME AND LOOK.

CHEAP SALE FOR 15 DAYS. Just received:—

NEW GOODS

VASES,
PANELS,
SILK ALBUMS,
SILK FIRE SCREENS,
JAPANESE RUGS,
JAPANESE KOBE TOYS,
TEA SETS (42 pieces) and a large Variety of other Toys, Etc.

FUJIYAMA & Co.

Hongkong, October 5, 1901. 2050

C. E. WARREN,
BUILDING CONTRACTOR,
No. 38, Wyndham Street.

SANITARY Appliances Supplied and Fitted.
Drains, Traps, Waste Pipes, Etc., Cleansed and Repaired.
Sanitary Board Notices receive prompt attention.
Agents for Mosaic Tiles.
Prices on Application.

Hongkong, August 2, 1901. 1609

NAKAZAWA,
DEALERS IN
CLOISONNE, SATSUMA, LACQUERED AND BRONZE WARES,
TEA SERVICES, PORCELAIN GOODS, PICTURE FRAMES
AND ALL KINDS OF
JAPANESE FINE ART CURIOS,
AT MODERATE PRICES.
11, Beaconsfield Arcade,
Opposite Clock Tower.

Wanted.

WANTED.

TO RENT a SMALL FLAT, 2 Rooms, Bath and Cookhouse.

Address 'P. W.'
Care of 'China Mail' Office.

Hongkong, October 5, 1901. 2051

WANTED,
IMMEDIATE Situation as Governess or Companion.

Apply, 'M.'
Care of 'China Mail' Office.

Hongkong, September 27, 1901. 2002

IMPERIAL BANK OF CHINA.

WANTED,
AN EXPERIENCED MAN of Business to act as COMPRADORE from next China New Year.

Full particulars can be obtained on application to the Undersigned.

By Order of the Board of Directors,
E. W. RUTTER,
Manager.

Hongkong, July 30, 1901. 1573

WANTED.

SMART CHINESE CLERK; Good handwriting, some experience, state if typewriter; good position for an able man.

Apply
ROBINSON PIANO & Co., Ltd.

Hongkong, October 3, 1901. 2035

Intimations.

UNION INSURANCE SOCIETY OF CANTON, LTD.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby that the TWENTY-EIGHTH ORDINARY YEARLY MEETING of the SOCIETY will be held at its Head Office, No. 1 Queen's Buildings, Hongkong, on THURSDAY, the 10th October, 1901, at Noon, for the purpose of receiving the report of the Directors, together with statements of account for the year 1900 and for the half-year ending the 30th June, 1901, and of declaring Dividends, &c.

The TRANSFER BOOKS of the Society will be CLOSED from the 30th September to the 10th October, both days inclusive.

By Order of the Board,
W. J. SAUNDERS,
Secretary.

Hongkong, September 20, 1901. 1952

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTIETH ORDINARY GENERAL MEETING of SHAREHOLDERS will be held at the Offices of the Undersigned at 12 o'clock (Noon), on THURSDAY the 17th Proximo.

The TRANSFER BOOKS of the Company will be CLOSED from 3rd to the 17th Prox., both days inclusive.

JARDINE, MATHESON & Co.,
General Agents,
Canton Insurance Office, Limited.

Hongkong, September 25, 1901. 1991

NOTICE.

THE Undersigned will not be RESPONSIBLE for any DEBTS contracted by his wife, Palmyra Augusta Tercio da Silva, and every person is hereby prohibited from giving her any Credit.

JOAO JOSE DAS DORES-BARROS.

Hongkong, October 3, 1901. 2038

KWONG FUNG YUEN,
TIMBER MERCHANTS.
No. 252, Des Voeux Road West,
Hongkong.

HAVE always on hand a large STOCK of the following TIMBER:—
American Pine and Fir, Bangkok Teakwood.
Hardwood, Etc., Etc., (in Logs & Planks).
An inspection is respectfully solicited.

Hongkong, September 4, 1901. 1846

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.
7.30 a.m. to 8.00 a.m...Every 10 minutes.
8.00 a.m. to 8.30 a.m...Every 15 minutes.
8.30 a.m. to 9.30 a.m...Every 10 minutes.
9.30 a.m. to 11.00 a.m...Every 15 minutes.
11.30 a.m. to 12.45 p.m...Every 15 minutes.
12.45 p.m. to 1.15 p.m...Every 10 minutes.
1.15 p.m. to 1.45 p.m...Every 15 minutes
1.45 p.m. to 2.15 p.m...Every 10 minutes.
2.15 p.m. to 3.00 p.m...Every 15 minutes.
3.30 p.m. to 5.30 p.m...Every 15 minutes.
5.30 p.m. to 8.00 p.m...Every 10 minutes.
NIGHT CARS.
8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.
SUNDAYS.
8.00 a.m. to 8.30 a.m...Every 15 minutes.
8.30 a.m. to 9.30 a.m...Every 30 minutes.
9.30 a.m. to 10.30 a.m...Every 15 minutes.
10.30 a.m. to 11.00 a.m...Every 10 minutes.
12.00 Noon to 1.00 p.m...Every 10 minutes.
1.00 p.m. to 5.00 p.m...Every 15 minutes.
5.00 p.m. to 6.00 p.m...Every 10 minutes.
6.00 p.m. to 7.00 p.m...Every 15 minutes.
7.00 p.m. to 8.00 p.m...Every 10 minutes.
NIGHT CARS as on Week Days.
SATURDAYS.
Extra cars at 11.30 and 11.45 p.m.
SPECIAL CARS by Arrangement at the Company's Office, 35 and 40, Queen's Road Central.

JOHN D. HUMPHREYS & SON,
Secretary & Manager.

Intimations.

MUSIC LESSONS.

MR. L. A. GRACA receives Pupils for the VIOLIN, MANDOLINE and PORTUGUESE GUITTARRA.
For Terms, Etc.,
ROBINSON PIANO Co., Ltd.

Hongkong, August 15, 1901. 1699

A. G. ESCAMILLA,
11, Chancery Lane.

LESSONS IN PIANOFORTE AND SINGING.
PRIVATE DANCES ATTENDED.

Hongkong, September 30, 1901. 2017

NEW MUSICAL PUBLICATIONS.
MAESTRO A. CATTANEO.

GRAND MASS (with Organ Accpt).
No. 1 ALBUM (3 Songs, English and Italian).
No. 2 ALBUM (3 Songs).
The 'LILY' Waltz and 'ELIZA' Waltz.
NEW FEATURE:
Pocket Edition of Pianoforte Music: including March dedicated to Hongkong Volunteers and Polka to Peak Residents.
To be had of all Music Dealers. 864—2

THE ROBINSON PIANO CO. LD.

"WASHBURN"
MANDOLINES, -
GUITARS, and
BANJOS, at - - -

COST PRICE
To Clear Present Stock.

BICYCLES - -
AND
- - TYPEWRITERS.
SOLD, EXCHANGED AND REPAIRED
Prices varying from $65 to $225.

ASCETYLINE LAMPS & CARBIDE.

DRAGON CYCLE DEPOT.
11, D'Aguilar Street.

Hongkong, 9th February, 1901. 325

MEE CHEUNG,
HIGH-CLASS PHOTOGRAPHER.

Developing and Printing for Amateurs,
Enlargements a Special Feature.
1587

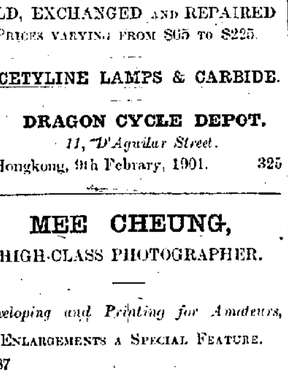
KIRIN BEER.

WHISKIES. - -

OLD TAYLOR, ...	$12.00
Do. (EXTRA), ...	14.00
YE AULD TOUN, ...	12.50
KING WM. IV. V.O.P. - - - of great age,	23.00

W. H. POTTS & CO.,
22 No. 3, Queen's Buildings.

Why:



A cup of Bovril, so readily prepared, is the best stimulant that can be had—refreshing, nourishing and strengthening. It promotes and sustains energy.

BOVRIL

To be obtained at all Stores, Canteens & Restaurants throughout Hongkong, China & Japan. 1495 25

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED,
4, PRAYA CENTRAL
(NEAR THE ENGINEERS' INSTITUTE).

PACKING OF EVERY DESCRIPTION,
BOILER COMPOSITION,
ENGINE AND OTHER OILS,
ALWAYS KEPT IN STOCK.
ALL ARTICLES OF FIRST-CLASS QUALITY.



BRADLEY & Co., *Managers.*

1027

LANE, CRAWFORD & CO.

FOOTBALL SEASON.

THE "CERT" BOOT (Patented).

FOOTBALL BOOTS.

As Worn by all the Leading Players.

All Sizes in Stock, from $5.50 per pair.

LANE, CRAWFORD & CO. 1505

THE HONGKONG HOTEL.

A FIRST-CLASS HOTEL, PROVIDED WITH EVERY COMFORT.
NEWLY-FURNISHED ROOMS.
TWO ELEVATORS.
NEW REFRIGERATING PLANT.
BEST QUALITY LIQUORS & PROVISIONS.

2196

DENNY, MOTT & DICKSON, LD.,
BANGKOK (SIAM.),
TEAK MERCHANTS AND SAW MILLERS.
SIEMSSEN & CO.,
Sole Agents for Hongkong and South China.

Hongkong, August 1, 1901. 1588

JOHNSON'S - - -
DIGESTIVE TABLETS.

The Great Remedy for
INDIGESTION, DYSPEPSIA, FLATULENCY AND ACIDITY OF THE STOMACH.

VICTORIA DISPENSARY
QUEEN'S ROAD.

1763

HOCKS, MOSELLES, -
AND CHAMPAGNES. -

The undersigned having been appointed Sole Agents of the well-known Firm
HENKELL & CO., MAINZ,
they always hold a Stock of their CELEBRATED and ABSOLUTELY PURE

HOCKS AND MOSELLES,

Niersteiner, Berncastler,
Oestricher, Erdener Treppchen,
Marcobrunner, Josephshofer.

CHAMPAGNES, Henkell Trocken (Dry), Henkell Sehr Trochen (Extra Dry)

SIEMSSEN & CO.

Hongkong, 15th July, 1901. 1461

ASK FOR FERGUSON'S

P. & O.

SPECIAL LIQUEUR, 10 YEARS OLD HIGHLAND WHISKY.

FERGUSON'S

SPECIAL CREAM

BREADALBANE HIGHLAND WHISKY.

These are the finest productions of Scotland, devoid absolutely of all deleterious matter.

THE CREME DE LA CREME OF WHISKIES.
PURE AND MILD.



Sole Importers,
F. BLACKHEAD & Co.

Business Notices.

WILLIAM POWELL, Ltd.,
GENERAL DRAPERS AND FURNISHERS,
OPPOSITE POST OFFICE (UPSTAIRS).

A LARGE QUANTITY OF
BEDSTEADS, COTS,
- - - AND - - -
SPRING MATTRESSES.
NOW ON VIEW.

DRAPERY DEPARTMENT, contains: EVERYTHING for LADIES' and CHILDREN'S WEAR.

GREEN ISLAND CEMENT CO., LD.
Portland Cement.
In casks of 375 lbs net $5.50 per cask, ex Factory.
In bags of 250 lbs net $3.30 per bag, ex Factory.

FACTORIES—HONGKONG AND MACAO

Glazed Stoneware, Drain Pipes and Fittings, Glazed Paving Bricks and Tiles, Fire Bricks and Fire Clay.

FIRE CLAY WORKS.—DEEP WATER BAY, HONGKONG.

For further particulars, apply to
Shewan, Tomes & Co.,
GENERAL MANAGERS. 2035

Cutler, Palmer & Co., LONDON,
(Wine Shippers to China since 1815),
Have always Stocks of their well-known Brands with

Hongkong, 15th July, 1901. SIEMSSEN & CO. 1462

W. BREWER & CO.
NEW STOCK.
LETTS' DIARIES 1902.

COPYING PRESSES (all sizes)		CROQUET
BADMINTON	TENNIS	CRICKET
TENNIS NETS	GOLF BALLS	TENNIS BALL
HOCKEY STICKS	BASE BALLS	
OIL and WATER COLORS	CANVAS	DRAWING PAPER

Writing Cases, Scrap Albums, Photo Cases. In Boxes, with Rules, Markers, &c., complete—Piquet, Patience, Whist, Euchre, Bezique, Bridge.
EGYPTIAN CIGARETTES INDIAN CIGARS

CHAMPAGNES
FROM
- - - CHARLES HEIDSIECK,
PURVEYOR TO HIS MAJESTY KING EDWARD.

SIEMSSEN & CO.,
SOLE AGENTS FOR CHINA AND JAPAN.

THE PHARMACY,
10 Queen's Road Central, Hongkong.

ENGLISH and FOREIGN PATENT MEDICINES. Prescriptions carefully dispensed by a qualified CHEMIST. Special attention to FRENCH and Other FOREIGN FORMULÆ.

Commission Agents:—
LANDOLT & FLINT.

1882

STONE GINGER
BEER. - - - - - - - - -

BREWED BY THE AQUARIUS CO. SHANGHAI.

Telephone 75.

TO BE OBTAINED FROM
Caldbeck, Macgregor & Co.
WINE & SPIRIT MERCHANTS.
15, Queen's Road.
Hongkong, October 1, 1901.

Intimations.

G. FALCONER & Co.,

WATCH-MAKERS AND JEWELLERS

NEW SELECTIONS OF

DIAMOND JEWELLERY AND ENGLISH SILVER WARE,
HIGH-CLASS GOLD AND SILVER WATCHES.

LARGE ASSORTMENT OF SPECTACLES.

PINCE-NEZ AND EYE PRESERVES.

G. FALCONER & Co. are Agents for ROSS'S FAMOUS TELESCOPES and BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS, ADMIRALTY CHARTS and BOOKS.

EASTMAN'S KODAKS AND FILMS.

27 *64, QUEEN'S ROAD.*

M. MUMEYA,

JAPANESE ARTIST AND PHOTOGRAPHER
ENLARGEMENTS ON BROMIDE PAPER
AND FINISHED IN CRAYON.
ALL KINDS OF WORK DONE FOR AMATEURS.
8a QUEEN'S ROAD CENTRAL. 2223



Manufactured only by Lambert and Butler, Ltd., London, England. E28—1

JAPAN ◈ COALS.

THE MITSUI BUSSAN KAISHA
(Or MITSUI & CO.)

HEAD OFFICE:—43, Sakamoto-cho, Tokyo.
LONDON OFFICE:—34, Lime Street, E.C.
HONGKONG OFFICE:—6, Ice House Street.

BRANCH OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Hankow, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Kure, Shimonoseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Taipeh, &c.

Telegraphic Address for all the Office: 'MITSUI.'

A.B.C. and A 1 Codes used.

CONTRACTORS OF COAL to the Imperial Japanese Navy, Arsenals and Railway; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.
SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano, and Ida Coal Mines.
SOLE AGENTS for Fukumo, Hokoku, Ichinura, Kanada, Kishima, Mamoura, Onoura, Otsuji, Tohmiyama, Tsubakuro, Yoshinotani, Yoshio, Yunokibara, and other Coal Mines.

Hongkong, August 1, 1901. **N. INUZUKA**, *Manager.* 1119

Milkmaid
BRAND
Milk
Guaranteed
Full Cream.
Largest Sale in the World.





TRADE MARK.

"HARLENE" FOR THE HAIR

THE VERY FINEST DRESSING.
Specially Prepared and Delicately Perfumed.
RESTORES THE HAIR.
PROMOTES THE GROWTH.
ARRESTS THE FALL.
STRENGTHENS THE ROOTS.
REMOVES DANDRUFF.
ALLAYS ALL IRRITATION.

Full description and directions for use in 20 languages supplied with every bottle.

1s., 2s. 6d., and (3 times 2s. 6d. size) 4s. 6d. per Bottle, from Druggists, etc., all over the world.

EDWARDS' HARLENE CO., 95 & 96, HIGH HOLBORN, LONDON, ENG.

E31

LEA & PERRINS' SAUCE.

Purchasers are requested to see that every bottle bears, upon its RED LABEL, the signature in WHITE of Lea & Perrins. None is the original and genuine Worcestershire without this. Persons infringing this label will be prosecuted.

LEA & PERRINS' SAUCE.

E10

Intimations.

Telephone No. 329.

TSANG FOO & CO.

興榮三

SAM WING HING,
COAL MERCHANTS,
No. 43, Des Voeux Road, Central.
Hongkong, September 21, 1901. 1958

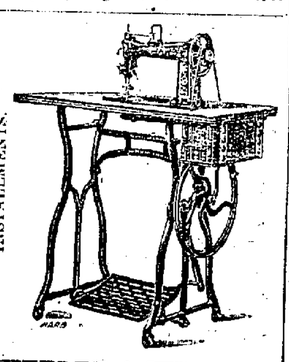
JUST UNPACKED.

BEST GERMAN SAUSAGES of a well-known make in Small and Large Tins of various kinds.
Finest WESTPHALIAN HAMS.
H. RUTTONJEE.
5, D'Aguilar Street,
39 and 40, Elgin Road, Kowloon.
Hongkong, July 15, 1901. 151

THE MUTUAL STORES,
WHOLESALE & RETAIL GROCERS,
PROVISION DEALERS,
WINE AND SPIRIT MERCHANTS,
8 and 10, D'Aguilar Street.

Orders promptly attended to.
Retail Price Lists may be had on application.
Hongkong, August 20, 1901. 1709

PAYMENTS CAN BE MADE BY INSTALLMENTS.



WHEELER & WILSON'S
AND
SINGER'S MACHINES.
APPLY TO
DOOLITTLE & POLLOCK
5, WELLINGTON STREET.

SEND FOR CATALOGUES & LISTS.
2482

THE
CHINA AND JAPAN
TELEPHONE
AND
ELECTRIC COMPANY,
LIMITED.

NEW REGULATIONS.

SUBSCRIBERS are notified that when A CALL IS MADE and the TELEPHONE IS NOT ANSWERED by the Person Actually Required, instead of Listening until this Person can be found it is better to give their Name and Number to anyone answering, and then TO RING OFF.

WHEN THE PERSON REQUIRED REACHES THE INSTRUMENT, A FRESH CALL CAN THEN BE MADE FROM THAT END.

For full particulars, &c., &c.,
Apply to
W. STUART HARRISON.
Manager.
Hongkong, September 16, 1901. 140

WASHING BOOKS.
(In English and Chinese.)
WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office.—Price, $1 each.
China Mail Office.

CHINESE SCHOOL BOOKS:
I.—Sam Tsz King.
II.—Ts'in Tsz Man.
Translated into English
by Dr. E. J. EITEL.
Price: 50 Cents (for Set).
'China Mail' Office, 6, Wyndham Street.

Dentistry.

AMERICAN SYSTEM
OF
DENTISTRY
AT
39, *QUEEN'S ROAD CENTRAL,*
CHADWICK KEW,
(Late of Poate and Noble.)
Hongkong, July 12, 1897. 2586

DENTISTRY.
SUI SANG,
Lately Practising with Dr. I. Sakata
DENTIST
No. 4, Queen's Road Central.
Hongkong, January 1, 1898.

SIEN TING,
Surgeon Dentist,
No. 14, D'Aguilar Street.
TERMS VERY MODERATE.
Consultation Free.
Hongkong, April 24, 1900. 628

DENTISTRY.
AMERICAN SYSTEM.
WONG HO-MI,
SURG. DENTIST.
Terms Moderate. Consultation Free.
50, Queen's Road Central.
Hongkong, October 3, 1899. 1902

Hotels.

THE
Peak Hotel.

CITY OFFICE,
7, DUDDELL STREET.

HOTEL CRAIGIEBURN.
PLUNKET'S GAP, THE PEAK, near the Tram Terminus. Telephone 56.
For Terms,
Apply to the MANAGER. 741

THE
'BAY VIEW' HOTEL.
Under Entirely New Management.
THIS HOTEL is pleasantly situated on the Shau-ki-wan Road. Very convenient for Private Dinner Parties, which the Management make a speciality.
Excellent Cuisine.
Wines, Spirits and Malt Liquors of the very best Brands only kept in Stock.
The Hotel adjoins a spacious Marquee, suitable for Concerts, Dances, &c.,
Terms on Application.
J. LACOCK,
Manager.
Hongkong, September 26, 1901. 1996

KOWLOON HOTEL.
THIS HOTEL is situated in a quiet locality, away from the din and disturbance of the City, and surrounded by a delightful Garden it is an ideal place of Residence. The building stands on an eminence, giving a magnificent view of the Harbour and the City of Victoria. It is within easy access of the Kowloon Wharves, where the principal Mail Steamers disembark Passengers, and from which there is a regular ferry service to Hongkong.
Bowling Alleys and Billiards.
The Cuisine is Excellent.
J. W. OSBORNE. J. H. DOWNS,
Proprietor. *Manager.*
Hongkong, September 6, 1900. 1850

THE WAVERLEY HOTEL,
ICE HOUSE STREET, HONGKONG.
A First-Class Private Family Hotel.
HANDSOMELY FURNISHED and Exceedingly Spacious Rooms.
Very MODERATE TERMS to FAMILIES by the DAY or MONTH.
Hongkong, December 18, 1900. 2639

NEW VICTORIA HOTEL.
ROTISSERIE,
Meals a la Carte.
CHOPS, STEAKS, etc., etc., at any time, between 7.30 a.m. and 11 p.m.
Monthly Tiffin at Moderate Rates.
Madar & Farmer,
Proprietors.
Hongkong, May 1, 1899. 1787

Pelham House,
FAMILY HOTEL,
Wyndham Street.
M. MOORE,
865 *Proprietoress.*

THE FIRST CHINESE NEWSPAPER EVER ISSUED UNDER PURELY NATIVE DIRECTION.

The Chinese Mail
華字日報

The Leading Chinese Political and Commercial Journal.
Published Every Morning.
Contains the Most Reliable TELEGRAPHIC NEWS FROM NORTH CHINA.
All the Latest Intelligence from the various Ports in China and Japan.
$6 per Annum delivered in *Hongkong*,
$12.50 to *all Coast Ports*.
5 Wellington Street, Hongkong.
Orders booked by Managers, 'China Mail' Office.

For Sale.

FOR SALE.
JOHN GRAHAM'S Choice 'FIVE CROWN' PORT. Well-known to connoisseurs in the East.
G. C. ANDERSON,
20, Des Voeux Road.
Hongkong, September 14, 1901. 1909

FOR SALE.
THE BRITISH SHIP *Celeste Burrill*, 1764 tons register; now lying at Anchor near Stonecutters Island, in a damaged condition. Will be Sold by Auction on 10th October. The ship is a large carrier, has delivered 2938 tons of Coal loaded to to Plimsolls Mark, and she has also carried 867 standard of deals.
CLAUNA A. TREFRY,
Master.
Hongkong, September 25, 1901. 1993

FOR SALE.
HOUSES and LAND at the Peak. For detailed Particulars.
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THE AMERICA CUP.

The American yacht *Columbia* having won the third of the series of races for the America Cup, Sir Thomas Lipton's yacht, *Shamrock II.*, returns to England defeated. The following notes on the yachts may not be without interest:—

SHAMROCK II.

Whatever may be the outcome of this year's America Cup races, it may safely be said (wrote the Glasgow correspondent of *The Standard* at the launch of the *Shamrock*) that no Challenger has ever taken the water under more auspicious circumstances than *Shamrock II.* The launch of the challenging cutter at Dumbarton to-day was marked by a scene of enthusiasm the like of which has never before attended a similar ceremony. Sir Thomas Lipton, the owner, making a welcome departure from the customary mystery surrounding the launching of an America Cup competitor, invited a numerous company to Dumbarton to wish good luck to the embodiment of his second effort to bring back the trophy.

Sir Thomas's direct connection with the contest dates from 1899, when *Shamrock I.* was designed by Mr W. Fife, junior, of Fairlie, and built by Messrs Thornycroft and Co. of London. This combination was one which appealed to all, experts and laymen, as likely to produce the very best possible results. Mr Fife was recognised as among the first of racing yacht designers, while Messrs Thornycroft's experience in the use of materials for the construction of torpedo-boats and such like craft gave them a unique position in the shipbuilding world. So *Shamrock I.* was built, and everybody in a position to form an instructed opinion was confident that here was a vessel that would at last restore our lost *prestige* as builders of racing yachts. Yet, withal, *Shamrock I.* was fairly beaten, and the Cup seemed as far away as ever. But Sir Thomas Lipton is not a sportsman to sink under a defeat, and, confident that the age of British yacht builders had not yet departed, he lost no time in issuing another challenge. On this occasion the designing of the yacht was entrusted to Mr G. L. Watson, whose name is familiar wherever a racing keel goes through the water.

It is some nine months since Mr Watson decided to give the contract for building the vessel to Messrs Denny, of Dumbarton, and the first step taken was to carry out exhaustive experiments with the model basin at [illegible] builders have secured some remarkable results with swift cross-Channel and other steamers. This is, however, the first occasion on which the tank has been used for experiments with a sailing vessel. The tests occupied something like six months, and, so far as can be ascertained, the Challenger has been put together—and that with the utmost care and attention to detail—in the short period of two and a-half months.

Following a custom which has prevailed in connection with the building of previous Challengers, the construction of the vessel was proceeded with in the utmost seclusion. A large shed was built which entirely enclosed the vessel, and until Thursday, when the ends of this erection were taken down, nobody, except those who were engaged on her construction, and others immediately interested, had ever seen her. The crew of the yacht, who have been in Dumbarton for the past month, were engaged on Thursday in staying the bowsprit; and this having been successfully accomplished, there was nothing further to do until the vessel was in the water. The launching arrangements were somewhat unusual, it having been decided not to allow the yacht to float on her own keel until she reached the deeper waters at the Tail of the Bank. She was therefore put into the water on pontoons which float her high above her water-line.

As I have indicated, the launch was accomplished in presence of a large company, Sir Thomas Lipton had invited many prominent people to witness the ceremony, which was performed by the Marchioness of Dufferin. Sir Thomas was accompanied to the launching platform by the Marquess and Marchioness of Dufferin, the Marquess of Breadalbane, Lord and Lady Blythswood, Mr A. Graham Murray, K.C., M.P., the Lord Mayor of Belfast, the Right Hon W. J. and Mrs Pirrie, Belfast, the Hon. Charles Russell, Mr and Mrs W. G. Jamieson, the Lord Provost of Glasgow, Mr Ward, of Messrs Denny and Brothers, &c. The weather was charming, bright sunshine giving the air almost a Summer heat. On the arrival of the special saloon train from Glasgow, which brought Sir Thomas Lipton's invited guests right into the yard, a move was made to the launching platform. The preliminary proceedings having been gone through, the signal was given, and the yacht glided gently into the water amid the cheering of the thousands of spectators [illegible]

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invited company of guests adjourned to the model room of the Messrs. Denny, where luncheon was served. In replying to the toast of 'Success to *Shamrock II.*' Sir Thomas Lipton expressed his gratitude to all concerned for the effort which had been made to produce a vessel capable of maintaining the honourable traditions of British yachting. In *Shamrock II.*, he continued, we have an example of workmanship which cannot be excelled in the world. Whether or no she succeeds in bringing back the Cup, we shall certainly do all in our power to maintain the friendly rivalry which now exists between ourselves and our American cousins. And if it should so happen that American yachtsmen should have to send a yacht to this country to try to retrieve the trophy, they may rest assured that the welcome they will receive will not lag behind that which has always been accorded to British yachtsmen in America.

The Marquess of Dufferin proposed the health of the designer, Mr. G. L. Watson, who, in reply, expressed his indebtedness to Mr. Fife, jun., and to Captain Sycamore, whose services had been invaluable. In the last contest, he remarked, they had been considerably handicapped by the illness of Mr. Fife, and he expressed the hope that on this occasion they would be free from any such misfortune.

The *Saturday Review* made the following statement regarding the dimensions of *Shamrock II.*:—We do not claim to be able to give the exact dimensions of *Shamrock II.*, but the following measurements are moderately near the mark. She is 90 feet on the water line. This must be so according to the American rules; but these rules as to other measurements, such as sail area, spars, even beam and depth, are elastic. Her beam is something between 24 and 25 feet. Her new pole mast of steel is about 150 feet from deck to topsail halliard; shieve hole for boom 103 or 104 feet. She draws 21 feet of water, and she spreads something like 15,000 square feet of canvas.

THE 'COLUMBIA.'

The selection of the *Columbia* to defend the America Cup is not a surprise, said a yachting paper. She is the Herreshoff keel sloop that beat the first *Shamrock* two years ago, and her selection shows that the American Committee consider that the new boats of this year are inferior to her. The earlier trials went to show that the *Constitution* was much the better boat, especially in windward work, but later trials have proved that the *Columbia* is all round the faster boat, her superiority in a strong breze being very marked. Nevertheless, the selection will be a disappointment to Americans as showing that progress in speed, which has hitherto been uninterrupted from year to year, has at last received a check. *Columbia* was designed for lightness, her underbody being of manganese bronze and her plates above the water of nickel steel. Her spars and rigging, thought extraordinarily light, are very strong. She is 132 feet over all, water-line 89.66 feet, beam 24 feet 2½, draught 20 feet, spinnaker boom 73.35 feet, top mast 64.5 feet and sail area 13,135 square feet. The full dimensions of the second *Shamrock* are not yet published, but the trials have shown her to be superior to last year's boat, though how much superior it is impossible to say as naturally Mr Jameson, her skipper, did not expose his hand in the Clyde trials. It will not be surprising if she proves a faster boat in light winds than the America Cup defender, and, after all, it is usually light winds that prevail on the Cup course.

RELATIVE CHANCES DISCUSSED.

Discussing the chances of the *Shamrock*, the *New York Daily Tribune* said:—

Since the Newport racing of the three 90 footers was ended, on July 12, the outlook for *Shamrock II.* and the question of superiority among the three vessels built for the Cup defence have been widely discussed. If the new *Constitution* had proved markedly superior to the *Columbia*, the defender of 1899, the answer to the general questioning would have been easy, but it seems that the words of the designer of the *Constitution* were true when he said earlier in the season that the limit for speed in this class had been about reached. For all round performance, combining good speed in light and moderately fresh breezes, the *Columbia* perhaps reached the limit. She was especially valuable because she covered a wide range of the weather which usually is found off Sandy Hook in the summer season. In heavy weather the *Defender* could probably beat her, and in the lightest of airs the *Constitution* evidently can. The *Constitution* therefore remains to an uncertain extend an unkown quantity. Nobody can speak with assurance as to her capabilities when she gets her sails cut to do better work by the wind; but we may quote Captain Barrand his mate Miller. They are on the *Columbia*, and may be regarded as unlikely to err against their own boat, but they are of opinion that the *Constitution* will beat the *Columbia* when she gets put in trim to do her best work.

It is perhaps in the interest of sport that the *Constitution* has not shown her best from at an early day. There is no doubt that the first performances of the challenger, *Shamrock II.*, were disappointing to Sir Thomas Lipton. People said that if the new English boat could not beat the first *Shamrock* there would be no use in sending her to this country, and Sir Thomas himself admitted as much. At the present time, however, there seems to be no sufficient reason for our English friends to be so downhearted as they have seemed to be. With hardly an exception they have reckoned that *Shamrock II.* would have to be at least twenty minutes faster than the first *Shamrock* in order to have a chance of winning. But that view was based on the assumption that the *Columbia* was ten minutes faster than the first *Shamrock*, and that the *Constitution* would be at least ten minutes faster than the *Columbia*. Both of these hypotheses may be correct, but the *Constitution* has been defeated by the *Columbia* in a majority of races, and under present conditions is by no means sure to beat her except in a wind so light that the possibility of finishing within a six hour limit is doubtful. The bad beating that she recently gave the *Columbia* at Newport was in an air so light that she only finishing the thirty miles within twenty-two minutes of the six hours. The America's Cup time limit is five and a half hours, so that in that race the *Constitution* would have been unable to finish in time.

While the opinion of competent experts that the *Constitution* will improve is likely to be verified, it has to be admitted that Mr Herreshoff's new boat has not yet dispaced the *Columbia* for general defence in a variety of weathers. If this year's challenger is found to sail no better than the first *Shamrock* she will at lenst equal a boat that sailed on even terms with the *Columbia* in a number of uncompleted races, and in that view her chances are not to be despised; but the latter advices about Mr Watson's design are that she has been beating the first *Shamrock* by five minutes in short windward courses. We have never considered that the best sport was obtained when one competitor was too widely regarded as a sure winner before the contest, and it might have been a bad thing for the yachting year if *Shamrock II.* had turned out to be a manifest failure. Sir Thomas Lipton deserves all reasonable encouragement, and the results of the Newport racing ought to revive his hopes, at least until the *Constitution* gets her sails to sit well.

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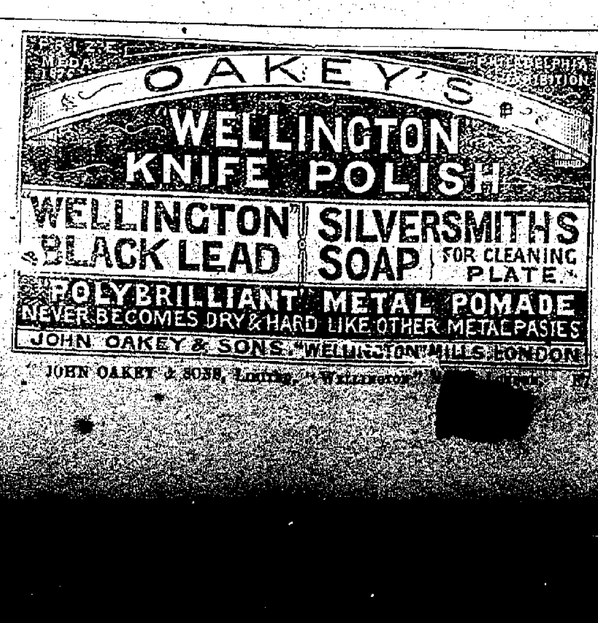
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MEMOS. FOR TO-MORROW.

Miscellaneous.

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General Memoranda.

THURSDAY, October 10 :—
Noon.—Meeting of Union Insurance Society of Canton, Ltd., at the Society's Head Office.
Sale of the British ship *Celeste Barrili*.

FRIDAY, October 11 :—
Goods per *Bamberg* undelivered after this date subject to rent.

SUNDAY, October 13 :—
Goods per *Ras Rozen* not cleared at 4 p.m. subject to rent.

MONDAY, October 14 :—
Goods per *Salacia* unclaimed before Noon, subject to rent.

THURSDAY, October 17 :—
Noon.—Meeting of Canton Insurance Office, Ltd., at the Offices of Jardine, Matheson & Co.

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BIRTH.

At the Government Civil Hospital, on Sunday, the 6th Oct., the Wife of ROBERT H. STEPHENSON, Taikoo Sugar Refinery, of a Son.

DEATH.

On the 1st of October, at No. 23, Quinsan Road, Shanghai, MARIA FRANCISCA GUTTERRES; aged 59 years.

☞ *The publication of this issue commenced at 5.10 p.m.*

The China Mail.

HONGKONG, MONDAY, OCTOBER 7, 1901.

LOCAL AND GENERAL.

Notes by the Way.

Li Hung-chang is reported now to be in good health.

The name of Sai Wo Lane has been changed to Lai On Lane.

Mr A. P. Marty has been recognised as Spanish Vice-Consul at Hongkong.

To-day, for the theft from the s.s. *Glenogle* of clothing, etc., value $15, Tam Kui, cook, was sent to prison for six weeks.

U Wai Nam failed to appear before the Magistrate to-day to answer to a charge of selling lottery tickets. His bail of $50 was forfeited.

To-day, a coolie, for stealing a quantity of iron from the scene of the Cochrane Street collapse, was sentenced to imprisonment for a month.

It is notified in the *Gazette* that Mr C. Ford resumed his duties as Superintendent of the Botanical and Afforestation Department on the 26th ult.

The sudden death from apoplexy, in the vestry of Christ Church, Galle Face, Colombo, is reported of Rev. S. Coles. Deceased was 65 years of age.

There were 388 European and 166 Chinese visitors to the City Hall Library, and 118 European and 2,243 Chinese visitors to the Museum during the week ending October 6.

Among the papers read on the 5th September before the Engineers Congress at Glasgow was that of Mr J. R. Harding on 'The Present Condition of the Lighting of the Chinese Coast.'

It is intimated in the *Gazette* that the Commodore has received from Vice-Admiral Sir Cyprian Bridge the following telegram:—'The Tsungming Crossing entrance to the Yangtsze is reported to be unsafe for all vessels.'

On the links of the Royal Dublin Golf Club, at Dollymount, the Irish Open Amateur Championship Meeting commenced on 2nd Sept. In the International matches England beat both Ireland and Scotland.

Sir John Carrington is, we hear, to take leave of the Hongkong Volunteer Corps at a parade at Headquarters on Saturday. There ought to be a full muster to bid farewell to the most popular Commandant the Corps has ever had.

The marriage of Captain Oswald Ames, 2nd Life Guards, with Violet, second daughter of the late Lord Francis Cecil R.N., took place at St. Mark's Church, North Audley-street, on 5th Sept. In the absence of her stepfather, Captain Philip F. Tillard, R.N., commanding His Majesty's ship *Dido*, in China, the bride was given away by her uncle, Lord William Cecil.

Lieut.-Colonel Grierson, R.E., late Military Attaché to the British Embassy in Berlin, was received on 2nd Sept., on his return from China, by the Kaiser, on the field of the sham fight, in farewell audience before leaving Berlin. His Majesty took the opportunity of handing to the gallant colonel a token of his favour and regard. Colonel Grierson, who returned with Count von Waldersee, was present at the special invitation of His Majesty.

Bonnetting the King.

It is not often that a subject can claim to have struck a King, and yet survive and be accounted the most estimable of men. But this record belongs to the veteran, Lord Wemyss, who has lately celebrated his eighty-third birthday. It was one night last year in the House of Lords. The King, then Heir Apparent, was seated on the cross benches listening to the debate. Immediately behind him was Lord Wemyss, who, in the course of the sitting, rose to address the House. The matter under discussion was one near his heart, and his earnestness betrayed him into wild, waving movements of his arms, which the amused spectators observed more than once to menace the Prince's shining hat. The veteran Peer, however, did not notice the danger, and at last, in a burst of eloquence, brought his arm round full on the crown of his hat, driving it almost over his eyes. The profuse apologies of the Earl were met with a good-humoured smile from his victim. The latter, however, laughingly moved down to a position well out of the [illegible]

LOCAL AND GENERAL.

***** To Subscribers.**

In order to expedite the work of distributing this newspaper to subscribers throughout the Colony, we are re-arranging the Districts of our delivery coolies. If any irregularity occurs in delivery, we hope subscribers will notify us at once. The change will be introduced in the various districts in the course of the present month.

The Emperor of Hindustan.

The *Standard* says it is reported that H. M. the King will be crowned Emperor of Hindustan at Delhi in 1902.

A British Exploring Expedition.

A London telegram, dated 20th September, says:—Major Manifold, R.A.M.C., two engineers and a small escort of Ghurkas, equipped for nine months, have left Peking, and, it is understood, are proceeding to India, exploring *via* Szechuan and Yunnan, and possibly Tibet.

The Plague Workers.

This morning, by order of His Excellency the Governor, the whole of the members of the Sanitary Board staff who were actively engaged in stamping out the recent plague epidemic were photographed in front of the City Hall. The heads of the Department were also photographed. Mee Cheung was the artist.

Cricket at Shanghai.

For the eighth successive year, and in the twenty-eighth international match, the cricket representatives of Scotland at Shanghai have been defeated by England's representatives. Batting first, the Scotchmen scored 86 (Capt. Rose 26, K. J. McEuen 23, A. E. Stewart 13 not out, J. U. Buchanan 13). J. Mann captured 5 wickets for 47 runs, G. F. Lanning 4 for 21. The Englishmen scored 183 for four wickets (A. E. Lanning 68 not out, F. W. Potter 60, Capt. Price 19, J. Mann 13 not out.

Chinese Foreign Ministers.

The Peking correspondent of the *N.-C. Daily News* says:—Hsü Chi, a recently appointed Vice-President of a Board, is much talked about for Minister to England to succeed Loh Feng-luh. He is a Hanlin from somewhere in the South, and has never, so far, held any high office. His friends are urging him for the position, but it is doubtful if he obtains it. Tsêng, one of the English interpreters of H.E. Li Hung-chang, has been trying to get himself mentioned for Minister to America, but his pretensions are ridiculed by all who know him, including Li Hung-chang.

Maddened by Drink.

An able-bodied seaman named John Greenwood, who belongs to H.M.S. *Tamar*, created a wild scene on the street last night. An Indian constable and Constable Jolly (No. 19) took him in custody on a charge of being drunk and disorderly. Greenwood, instead of going quietly to the Station, became furious, and repeatedly assaulted the policemen. In his rage, he tore Constable Jolly's tunic and shirt to shreds. To-day, the Magistrate ordered him to pay a fine of $3, with the option of eight days' imprisonment for being drunk, to pay Jolly $12 compensation for damage to his clothing, or suffer other fourteen days hard labour, and to go to prison for fourteen days with hard labour for assaulting the Police in the execution of their duty.

Fatal Accident.

The body of a man named John Garner was found on Saturday morning, in the nullah behind Murray Barracks. He is said to have left the Volunteer Headquarters about ten o'clock on the previous evening the worse for liquor, and was evidently making his way to the Racquet Court where he was lately in the habit of sleeping. The road, which belongs to the Military, is quite unguarded by any rail or wall, and it is supposed that Garner had stumbled over the bridge in the darkness. When found, he was quite dead, having sustained a fracture of the skull. He was buried this morning. Garner, who was quite destitute, was formerly a sergeant in the King's Royal Rifles. He got his discharge in Hongkong, and afterwards joined the Naval Yard Police, where he attained the rank of sergeant. He was last employed by the Land Investment Company, but had been out of employment for some time.

Australian Federal Flag.

The federal flag and seal competition exhibits were inspected on the 3rd Sept. by the Countess of Hopetoun, and the exhibition was declared open to the public. Mr Barton explained to the crowded gathering which was present, that the Commonwealth Government had invited designs for an Australian flag in order that it might be able to comply with the expressed wish of the Secretary of State for the Colonies that it should recommend a flag for the endorsement of the Imperial Government. As a result of that competition the judges had unanimously agreed to recommend for the prize a design sent in by five different competitors, two of whom resided in Victoria, while of the remaining three one came from New South Wales, one from Western Australia, and one from New Zealand. Three of the six federated states, therefore, were represented among the five winners, who submitted a flag showing the Union Jack in the left hand corner, a six-pointed star beneath it, and the Southern Cross in the fly.

LOCAL AND GENERAL.

Crushed to Death.

About mid-day on Saturday, an earth coolie employed at Messrs Butterfield and Swire's reclamation works, at Quarry Bay, met with a shocking death. He had undermined a large boulder on the side of the hill when it suddenly rolled over on top of him and crushed him in a fearful manner. The body was conveyed to the mortuary.

Fall from a Mast.

Yesterday, about two o'clock in the afternoon, a Chinaman employed on a fishing junk lying in Shaukiwan harbour was engaged fixing a rope to the block at the top of the mast when he let go his hold and fell to the deck, a distance of about twelve feet. He received internal injuries, and died about an hour afterwards.

The Chinese Tariff.

Sir James Mackay, who with Mr H. Cockburn and Mr C. J. Dudgeon, will sit as a Commission at Shanghai on the subject of tariff revision, starts for China about the 10th inst. We presume the China Association and Hongkong General Chamber of Commerce will entertain him as he passes through Hongkong.

A Well-merited Decoration.

Baroness Yamaguchi, the wife of General Yamaguchi, the Commander of the 5th (Hiroshima) Army Division, has, says the *Kobe Chronicle*, received a gold medal from President Loubet in recognition of the assistance rendered by her to the invalided French officers and men sent to the Hiroshima Military Hospital from North China during the recent disturbances.

Enteric Fever.

Writing of enteric fever in Ceylon during the past year, Dr Perry says:—While in most cases enteric fever without doubt is caused by polluted water, as for example in Colombo, yet there is little or no doubt, though the experimental proof is wanting, that it is also spread by other means, such as by the common fly, dust, &c.

Chinese Cruisers Sold to Russia.

We hear on good authority (says the *N.-C. Daily News*) that the sale by the Chinese to Russia of the *Haishen*, *Haishau* and *Haiyung* the three cruisers built at the Vulcan Yard, Stettin, and of two torpedo-boats, has been concluded. The price paid for the five vessels is $5,000,000, which is certainly a good bargain, as the three cruisers alone recently cost China six and a-half million dollars.

Meteorological Notes.

During September the following notes have been made at Hongkong Observatory:—Highest temperature, 90.8; lowest temperature, 73.5; mean temperature, 80.3. Old Sol beamed on us every day and was with us for 208 hours. We were 20 days minus rain, and the 10 days on which rain fell only contributed 3.890 inches. There was very little wind. The average for the month was 6.2 miles per hour, the highest velocity being on the last day of the month when 16.3 miles was attained.

Unrest in China.

The *N.-C. Daily News* acknowledges the following from native sources:—Dispatches received from the Kiangsi-Chêkiang border to the high authorities of Nanchang and Hangchow report simultaneous risings of the Vegeterian Sect—an anti-foreign society of the Fukien Province, whose members massacred a number of English missionaries at Hwasang in 1896—on both sides of the Kiangsi-Chêkiang border. A large force of the Vegeterians has besieged the city of Chiangshan in Chêkiang. Appeals for aid have been made, and the local mandarins have been asked to send modern arms and ammunition to Hangchow for transport to Chüchow.

The Queen's Recreation Ground.

A notification is published in the *Gazette* that the following committee has been appointed by the Governor-in-Council to look after the Queen's Recreation Ground and to draw up regulations for submission to the Governor-in-Council in connection with the maintenance of good order in, and the preservation, management and enjoyment of the ground:—Director of Public Works (Chairman), Commander Orpen R.N. (Naval representative), Captain C. E. Bancroft, R.W.F. (Military), Captain W. Loring, R.A. (Polo Club), Hon. J. Thurburn (Golf Club), Messrs Frank Browne (Football Club), E. A. Ram (Cricket Club), H. Pinckney (Hockey Club), T. F. Hough (Jockey Club), and W. Armstrong (Victoria Recreation Club).

A TYPICAL SOUTH AFRICAN STORE.

O. R. Larson, of Bay Villa, Sundays River, Cape Colony, conducts a store typical of South Africa, at which can be purchased anything from the proverbial 'needle to an anchor.' This store is situated in a valley nine miles from the nearest railway station and about twenty-five miles from the nearest town. Mr Larson says: 'I am favored with the custom of farmers within a radius of thirty miles, to many of whom I have supplied Chamberlain's remedies. All testify to their value in a household where a doctor's advice is almost out of the question. Within one mile of my store the population is perhaps sixty. Of these, within the past twelve months, no less than fourteen have been absolutely cured by Chamberlain's Cough Remedy. This must surely be a record.' For sale by All Dealers. WATKINS & Co., Ltd., General Agents.

LOCAL AND GENERAL.

Cholera.

A case of cholera was reported at Yokohama on the 22nd September. The victim, who was a man aged 59 years, succumbed to the epidemic on the day he was attacked. This is the first case that has occurred there since January last.

Serious Rebellion Expected.

According to reliable dispatches received from Nanking by the local mandarins on the 1st inst. (says the *N.-C. Daily News*), a serious rebellion is expected to take place in the Yangtze region, especially in the vicinity of the recent floods. The local authorities of Kiangsu, Anhuí, and Hupeh have received special instructions to be prepared for all emergencies and to raise extra troops for the defence of their respective cities. The cause of the anticipated rising is said to be due to the dilatoriness of the officials in giving relief to the flood sufferers who have been compelled to get food from the secret societies.

South China and the Emperor.

Telegraphic advices have been received from the South (says the *N. C. Daily News*) to the effect that a very long memorial, emanating from the principal gentry and literati of a number of the larger cities of the Two Kwang provinces, has been sent to the Chinese Plenipotentiaries at Peking, urging in very strong language the wishes of the Emperor's subjects in the southern provinces of the Empire that his Majesty should be allowed to return alone to Peking, and assume the reins of Government for the good of the country, and threatening in no veiled language that if this is not complied with the whole of the South of China will rise in rebellion.

Rainfall.

The following table gives the monthly rainfall at the Observatory to the end of September, with the means and extremes for 15 years:—

RAINFALL AT HONGKONG OBSERVATORY.

	1901	1884-1898. mean.	max.	min.
January	.68	1.55	8.43	0.00
February	.77	2.09	7.95	0.24
March	1.27	2.90	10.43	0.17
April	9.04	5.98	14.89	1.96
May	14.10	13.16	48.84	1.15
June	2.34	16.50	34.37	4.97
July	5.58	14.21	28.24	4.57
August	14.60	13.48	27.87	5.20
September	3.89	8.83	19.11	1.94

The year's rainfall up to the end of September amounts to 51.67 inches, and is about 27 inches below the average.

Fires.

Last night, at 7.45, the fire bell on the tower of No. 5 Station announced that fire had broken out in Queen's Road Central. Mr Gourlay, Sergeant Smith and Constable Carpenter (No. 115), assisted by a number of Chinese firemen, went to the scene—a money-changer's and shoemaker's premises at No. 116—and took the hose right into the burning building. Flames were bursting out from both the first and second floors, but luckily the firemen were able to get at the seat of the blaze and soon got it under control. But for the prompt arrival of the brigade, there would have been a very serious conflagration. The cause of the outbreak is unknown. The ground floor is occupied by a money-changer and a shoemaker, with a small stock. The first floor was occupied by *fokis*, and only contained a few boxes and little furniture. The top floor was unoccupied. The property is fully insured, the Yan On Company being concerned to the extent of $2,000 and the Chun On to the extent of $2,200.—While the brigade was engaged at the above fire, instructions were received from Acting Chief Inspector Kemp to send men to the assistance of Inspector Robertson at Shaukiwan. Inspector Robertson had telephoned that there was a serious outbreak in a family house at his district, and that the Shaukiwan brigade were doing their utmost to cope with it. Four men accordingly started off for Shaukiwan on the quadricycle fire engine. Unfortunately, the cycle broke down, and, by the time rickshas had been procured, the men received information that their services were not required. The house in which the fire took place was gutted, the loss being estimated at $4,000, uninsured. The ground floor was occupied as a paper shop, and the second floor as a family house. It is supposed that the outbreak originated in the family house. There were houses adjoining either side and a boat-yard only a few yards in front, and it is a marvel that the flames did not spread to any of these places.

FUNNY MAN—'When Noah was in the ark, was his wife the first mate?' Mr Henry Peck—'No! She was the captain.'

Stearns' Wine of Cod Liver Oil is Sold on a Guarantee.

Extensive use of Stearns' Wine of Cod Liver Oil, in all civilized countries, has proved it to be meritorious in the highest degree. It has produced remarkable results where other so-called tonics and reconstructives have entirely failed. Wherever used, by physicians or public, its praises are sounded. We know what it has done, what it will do, and our confidence in it is so firmly fixed, we sell it on a positive guarantee. We will cheerfully refund anyone's money who, after using Stearns' Wine of Cod Liver Oil, is not benefited by it. All chemists have instructions from us to offer their patrons this guarantee. We are sure this remedy will do all we claim for it, and, having one guarantee, there is no risk to run. At all Chemists, and Wholesale from A. S. Watson & Co., Ltd., Hongkong.

LOCAL AND GENERAL.

News from the Philippines.

It is reported from San Francisco that Mr Clise and two rich stockholders of the Globe Company will meet in Seattle to consider the establishment of a Seattle-Manila line with two 8000-ton steamers now building on the Great Lakes.

Collectors of customs will collect a duty of one dollar for each and every passenger who shall come by steam or sail vessel from any foreign port to any port of the Philippines, or otherwise owing allegiance to the United States.

George A. Raymond was hanged on the 27th ult. for robbery, rape and murder. He enlisted in the U.S. Army at Manila, having deserted from the British Army at Singapore. He went to Pampanga and tried to raise a gang of outlaws.

Douglas Steamer Charter.

We hear that the Douglas steamer *Haimun* has been chartered for six months, for Philippine transport purposes, by the American Government.

Communicable Diseases.

During the week ended October 5, there were six cases of enteric fever reported in the Colony, and one death. Five of these cases occurred on board H. M. S. *Albion*, and were imported from Singapore. There were only three cases of plague during the week and one death. The total plague cases for the year were 1647, and the number of deaths 1575.

Alleged Cheating at Shaukiwan.

To-day, Mr Hazeland gave judgment in favour of defendant Ng Yau-kun, who was charged with having, on 3rd July, 1901, cheated Leung Shang Lam of the sum of $22.30. The decision is too long for publication in to-night's issue and is held over till to-morrow. The Magistrate said he came to this decision with a feeling of great regret, as the evidence disclosed a very disgraceful state of affairs as to the manner in which seamen at Shaukiwan lorded over their employers. Had defendant been on a British ship he would have been clearly liable to imprisonment for desertion. The conduct of seamen at Shaukiwan must affect the fishing trade to a very great extent. He put this forward, as he thought there might be some representation made to have the custom of giving advances to seamen put a stop to. Mr Wilkinson prosecuted, and Mr Hays appeared for the defendant.

Death of a Notable Jesuit.

The Jesuit Mission has sustained a heavy loss in the death of the Rev. Father Henry Havret, who passed away on the 20th Sept. at Sicawei. Born in France on the 15th November, 1848, the deceased came to the Kiangnan Mission in 1874 and soon became proficient as a Chinese scholar. It is owing especially to his efforts that well-known 'Variété's Sinologiques' have been started. The series, which appeared for the first time in 1892, has already reached its eighteenth number; four of which have been contributed by himself while two others are in preparation. To the scholar (says the *N.-C. Daily News*), all display a vast condition and an independent criticism combined with a thorough love of fair play. Father Havret occupied also a prominent part in the government of the Mission. In 1891, when the anti-Christian riots broke out in the Yangtze Valley, and the Roman Catholic premises were looted at Wuhu, he was foremost in the breach. From 1894 to 1898 he was rector of Sicawei. It was at the close of this period that his health failed and he returned to France for a short stay of two years. His system was, however, hopelessly shattered and he never rallied. Notwithstanding, he mustered up courage and solicited the favour of going back once again to China. Since his late arrival—23rd November, 1900—he was as cheerful and encouraging as ever. Labouring at his various publications, he literally laid down the pen in harness. A solemn requiem service took place yesterday at 7 a.m. in the Sicawei Church. The college pupils, the episcopal seminary, and his fellow brethren assisted and bade a last farewell to one who was a zealous missionary, a talented writer, and a distinguished member of the Jesuit Order.

No 1.—'How did Dick get run over?' No 2.—He was picking up a horse shoe for luck.'

A MAN has been found in Chicago with two hearts. He's not so lucky. For a Chicago man an extra soul might come in handier.

A LONG island girl yesterday swam twelve miles without a rest. Long Island is very fashionable—and this young lady is right in the swim.

'WHY are you looking so glum?' asked the first author of the second. 'I sent a manuscript to an editor, Marked "at your usual rates," and he sent it back with a list of his advertising prices.'

CHAMBERLAIN'S COUGH REMEDY.

SAVED HIS BOY'S LIFE.

'I believe I saved my (nine year old) boy's life this winter with Chamberlain's Cough Remedy,' says A. M. Hoppe, Rio Creek, Wis., U.S.A. 'He was so choked up with croup that he could not speak. I gave it to him freely until he vomited and in a short time he was all right.' For sale by All Dealers. WATKINS & Co., Ltd., General Agents.

TELEGRAMS.

[REUTER'S SERVICE.]

THE ATTACK ON COLONEL KEKEWICH'S CAMP.

Further Details.

LONDON, 4th October, 1901.

The Scottish Horse were the severest sufferers in the Boer attack on Colonel Kekewich's camp, having sixteen officers and forty-eight men wounded, two of the officers mortally.

The other casualties include Captain Laird, of the Artillery, and Lieutenant Mills, of the Derbyshires, killed, Captains Keller and Anley and Lieutenant Hodgson, of the Derbyshires, wounded.

THE AMERICA CUP.

Including the time allowance and the difference in starting, the American yacht *Columbia* won the second race by three minutes and thirty-five seconds.

'Columbia' Wins the Third Race.

The American yacht *Columbia* has won the America Cup, after a thrilling race with *Shamrock II* in the third round.

KING EDWARD INDISPOSED.

Two physicians have been in attendance on King Edward for lumbago for several days.

SHOOTING.

Imperial Challenge Match.

Though this is the sixth year of this match, which is open to teams from any Corps throughout the British Empire and to teams of any Rifle Association in Ceylon, Hongkong, Singapore, Channel Islands, West Indies and Fiji, it is the first occasion on which Hongkong has entered the competition. The conditions being similar to those governing the Interport matches between Hongkong, Singapore and Shanghai during the past few years,—the only difference being that in the Interport contest, two sighting shots were allowed at each range, instead of one—the scores made by Hongkong for the last three years are given for comparison. It will be remembered that Hongkong won each of those matches. It will be interesting to know, when returns are made up, how the Colony stands in this competition of wider scope.

Unfortunately, on Saturday, Messrs Lammert and Watson were absentees from the team. Sgt. Cross made an excellent substitute for the one—making his best score so far, but Mr Mackenzie, who had to delegate the secretarial duties to a friend, fell off woefully a' the 500 yards range, where he is usually strongest—the glaring light being too strong for him. Mr Stewart also had his troubles at that distance, but at the longer range, when the light had modified a bit, both men improved, Stewart having hard lines for a possible—getting an outer with his last shot.

The scores by Mr Marshall and Sgt. Wake, the latter reaching his high-water mark on this occasion, are worthy of Hongkong's best traditions. Mr Baldwin has been in splendid form for some time back, and we hope he will keep it up till after the Interport Match. Mr McLennan can always be relied on to give a good account of himself. Mr Pidgeon also did very well, and when Q.M.S. Wallace has had a little more practice with his new rifle we shall doubtless get even better than a 95 from him. Mr McDermott is worth his place in any team.

The Interport match this year will be fired at the new Bisley targets, and practice will commence immediately. The Interport scores of Hongkong were, in—

1898	934
1899	952
1900	930

Thanks are due to Capt. Renton, Lieut Ogilvie and Mr Melbourne for attending to attest the scores.

Appended are the full scores made on Saturday:—

200 YARDS.

Mr D. Baldwin	5555555—35
Mr J. Marshall	5455555—34
Mr D. McLennan	4545555—33
Col-Sergt. Wake, R.M.L.I.	5455554—33
Q. M. S. Wallace, R.E.	5444555—32
Mr McDermott, R.N.	5454554—32
Mr J. Pidgeon	5455544—32
Sergt. Cross, R.M.L.I.	4454554—31
Mr A. Mackenzie	4444544—29
Mr W. Stewart	444 444—28
Total	319

500 YARDS.

Mr McLennan	5555555—35
Col.-Sergt. Wake	5555555—35
Mr J. Pidgeon	5555554—34
Mr J. Marshall	5345555—32
Sergt. Cross	5435555—32
Mr D. Baldwin	4555535—32
Mr McDermott	4525555—31
Q. M. S. Wallace	4355553—30
Mr W. Stewart	5344245—27
Mr Mackenzie	2242543—22
Total	314

600 YARDS.

Mr J. Marshall	5554555—34
Q. M. S. Wallace	4555554—33
Col.-Sergt. Wake	4555445—32
Mr Baldwin	4555454—32
Sergt. Cross	5555345—32
Mr Stewart	5555552—32
Mr McLennan	5444355—30
Mr J. Pidgeon	4455444—30
Mr Mackenzie	5544444—30
Mr McDermott	5435255—29
Total	314

AGGREGATE.

	200 yds.	500 yds.	600 yds.	Total.
Mr J. Marshall	34	32	34	100
Col.-Sergt. Wake	33	35	32	100
Mr D. Baldwin	35	32	32	99
Mr D. McLennan	33	35	30	98
Mr J. Pidgeon	32	34	30	96
Q. M. S. Wallace	32	30	33	95
Sergt. Cross	31	32	32	95
Mr McDermott	32	31	29	92
Mr W. Stewart	28	27	32	87
Mr A. Mackenzie	29	22	30	81
Grand Total				943

Average per man, 94.3.

THE HSING-NING RISING.

As mentioned by us briefly on Saturday, the rebels in the Hsing-ning District have destroyed another Basel Mission station. It seems that the rebels are slowly making progress towards Kia-ying-chow, and on their way burned the out-station of Shakma, a town where they met and defeated a body of militia. The native preacher in charge of the station escaped. The rising is said to smack of the Boxer movement of last year; and, as yet, the local authorities do not seem to have taken adequate measures to cope with it.

With reference to the statement published in our Canton Notes a few days ago, commented upon by us editorially, we are informed that the statement is partially true. We are assured, however, that no Protestant missionary—the Basel is a Protestant mission—backed the man's petition against the rebels, nor is it considered probable that any native member of the mission did so, otherwise the Basel missionaries would have heard of it long ere now. There was by no means anything like 'action by the church.' It is even stated that the member of the gentry referred to did not even use the name of the church when making his petition. It was only when set upon by the Triads that he said 'The Foreigners did it.' The Triads chose to believe that, left him alone, and turned their attention to the destruction of the chapels and the dispersal of the Christians.

Far from interfering in the matter, the missionaries, even when trouble was impending, refrained from notifying the German Consul, who obtained his information at Swatow from other sources as early as the 11th September, and induced the Chinese authorities to send out 100 soldiers. This will probably be put down also to the credit of the missionaries by the rebels.

CRICKET.

H.K.C.C. XII v. ALL-COMERS.

This match played on Saturday, resulted in a draw greatly in favour of the All comers. Scores:—

THE TWELVE.

F. Maitland, b Gr. Smith	6
Capt. Waymouth, R.A., c Goldring, b Clapham	35
Capt. Kriekenbeck, 22 B.I., c and b Clapham	21
Major Dyson, A.P.D., c Burnie, b Lowe	37
Lt. Clifton Browne, R.N., c Burnie, b Edmundson	39
P. A. Cox, b Edmundson	7
K. W. Mounsey, not out	19
J. E. Lee, b Edmundson	0
H. Arthur, c Cadogan, b Edmundson	0
Private Preedy, R.W.F., c Goldring, b Edmundson	10
Major Dorehill, R.A., run out	6
T. Sercombe Smith, c Rotherham, b Doctor	8
Extras	13
Total	201

ALL-COMERS.

Capt. Cadogan, R.W.F., c Dyson, b Lee	38
Capt. Radcliffe, R.E., run out	29
Capt. Rotherham, R.W.F., b Waymouth	11
B. E. Hanson, c Maitland, b Dorehill	8
A. R. Lowe, c Preedy, b Dorehill	3
C. M. G. Burnie, not out	45
J. Hooper, l.b.w., b Cox	25
Edmundson, b Lee	1
Capt. Clapham, R.A., b Cox	0
E. J. Davies, b Cox	3
G. H. Edwards, b Lee	2
Geo. Grimble, McCleverty Smith, R.A., M. J. Doctor, Postonjee, H. A. Lammert, Asgar, P. W. Goldring, T. C. Gray	did not bat.
Extras	12
Total for 10 wkts.	177

BOWLING ANALYSIS.

THE TWELVE.

	O.	M.	R.	W.
Gunner Smith	12	1	31	1
Doctor	14.4	3	29	1
Davies	5	1	13	—
Clapham	10	—	31	2
Radcliffe	4	—	14	—
Edmundson	12	—	51	5
Lowe	9	2	19	1

ALL-COMERS.

Waymouth	11	1	45	1
Preedy	8	1	39	—
Lee	13	2	27	3
Dorehill	11	2	26	2
Kriekenbeck	2	—	13	—
Cox	6.2	—	24	3

ROYAL NAVAL YARD C.C. v. ROYAL ENGINEERS C.C.

This match was played on the Army Ground, Happy Valley, and after a good and enjoyable match resulted in a win for the latter. For the winners, Bowyer and Meader were in fine fettle with the ball, the latter taking five wickets for 9 runs, whilst Messrs Yeats, Jewsbury and Tillman were most successful with the bat. For the losers, Denny and Cole were most successful with the ball; Messrs Ormsby, Denny and Hoggard with the bat. Mr Ormsby batted very patiently, going in first the being out eighth wicket. Scores:—

R.E. C.C.

S.-Sergt. Yeats, c Cole, b Denny	24
Sergt. Barnfather, l.b.w, b Hyndman	0
Corpl. Thornhill, b Ormsby	4
Sapper Korrigan, run out	6
L.-Cpl. Lillywhite, b Denny	3
2nd Cpl. Tillman, c Hyndman, b Cole	8
2nd Cpl. Holcombe, run out	1
2nd Cpl. Jolly, c Leek, b Denny	1
L.-Cpl. Jewsbury, b Denny	9
Sapper Bowyer, b Cole	0
Sergt. Meader, not out	0
Extras	11
Total	67

R.N.Y. C.C.

Makoveyeff, b Bowyer	0
Ormsby, c Bowyer, b Meader	11
Denny, c and b Bowyer	7
Lowe, b Meader	1
Woodward, run out	0
Hodge, b Meader	2
Cole, c Yeats, b Bowyer	2
Hoggard, run out	9
Hyndman, b Meader	0
Hanwood, b Bowyer	3
Leek, b Meader	2
Extras	7
Total	44

GENERAL SIR HECTOR MACDONALD.

Interesting Interview.

The *Times of Ceylon* of the 23rd Sept. says:—Major-General Sir Hector Archibald Macdonald, K.C.B., D.S.O., A.D.C. to the Queen, arrived in Colombo yesterday from India, *en route* to Australia, where he will spend a short holiday. The name and fame of 'Fighting Mac,' hero of so many a campaign from the Afghan war in 1879 to the present interminable conflict in South Africa, are household properties wherever the English language is spoken. His meteoric career from 'the ranks' to high place and honour in the military counsels of the nation is the most recent example of the truth of the saying that the Marshal's baton which Napoleon Premier said lay in the knapsack of every French soldier has no less a place in the kit of his British *confrère* also. Sir Hector has for some time past been commanding a second-class district in the Madras Presidency, having been sent there after he had recovered from the wound received at Paardeburg and been knighted by his Sovereign. A representative of this journal saw Sir Hector this morning at the Galle Face Hotel, where he is staying, and the General very willingly accorded him an interview.

'I am just going to pay a hurried visit to Australia and beautiful New Zealand,' said the General. 'I shall be away two or three months and don't know exactly where I shall go to when I return to India. So far, as you know, I have been in the Nilghiris.'

THE WAR IN SOUTH AFRICA.

Naturally affairs in the Transvaal very quickly cropped up in conversation. Sir Hector viewed seriously the reverses of the past few days.

'The worst feature of them is that they give the Boers fresh heart to go on with the struggle. The war as a war is over and has been over for a long time. We are now operating against bands and very gradually wearing them down. A reverse to our troops gives the Boers a fillip, and it stimulates many men who have laid down arms, or, perhaps, never fought against us, to join those still in the field. This is why the news is bad.

'What do you think of the Boer as a fighting man, General?'

'That is a hard question to answer. You see he does not fight according to any of the rules of the game. As a matter of fact,' added the General laughing 'we might say that what we have expected him to do he has invariably not done, and has just done what, according to rules, he should not have done. But undoubtedly he is brave and clever and cunning. He will walk off if it does not suit him and fight in his own way and time. Then they are a stubborn lot. I remember having a conversation with President Steyn's brother, and he said to me "My brother is a stubborn fellow and will never give in." He was typical of a great many of the Boers.'

'In what way do you see the end General; by wholesale deportation?'

'I am afraid there is no other way. Get them out of the country and bring them back again when everything is settled.'

BOERS.

Then I mentioned to the General that weird rumours were current in Ceylon about the formation of Boer Horse for the Indian frontier. Sir Hector laughed heartily. 'No,' he said, 'that is absurd, of course. But what is being done is the utilizing of men who have taken the oath of allegiance in South Africa. At two or three places in South Africa, including Bloemfontein, there are Boers who form corps for defence against the Boers in the field, and this has proved successful.'

NOT NEAR THE END.

'Do you think the war is likely to be ended soon?'

'In a year or so perhaps. Who can tell? The whole business is necessarily so very tedious, and our troops are operating in such a large country.'

'And the patriotism of the Boers?'

'Oh there can be no doubt about their patriotism and their stubbornness. Nothing else would keep men in the field. Look how well he takes punishment. It is a question of time and steady pushing on.'

'When you left South Africa did you expect things were going to come to an end quickly?'

'No, I did not, and even now I certainly don't look for a speedy settling down there.'

LORD KITCHENER'S PROCLAMATION.

'What about the proclamation, General?'

'Well, personally I think the proclamation is too late now, and will not do much good.'

Sir Hector, whilst far from criticizing the 'politicals' thought there had been mistakes made in annexing the Free State and the Transvaal before they were subdued, and added that that was the opinion of the army generally at the time.

'Master Boer is very cunning,' said the General, 'he will take all he can get and want more. We got to Bloemfontein and we pardoned, and found him fighting again and pardoned him again. For instance, there seems to be some law—Dutch or Roman—which has prevented our confiscating property, even in the case of a man who has left his farm to go and fight against our troops. The will of the conqueror is always supposed to prevail, but in the Transvaal apparently it has not been the case; we fine or imprison but do not confiscate. A man may leave a farm of some thousands of acres, go and fight against the King's troops and not lose his land. That does not seem right.'

'And what do you think will be the future in South Africa, General? Will we be able to win over the Boers to friendship, as Britain has done with other of her enemies?'

'There is the case of the Highlands of Scotland as a parallel,' said Sir Hector. 'The almost impossible was done there. I look for the future through education. It is through the young idea that we must succeed in South Africa. English must be the language there. It may seem hard to kill out, so to speak, a nation by making another language compulsory, but it is a sure way and the best way. Nothing but English should be taught, and then the children would think in English, and act as English children.'

The General did not care to say much about the yeomanry whom Lord Kitchener had had to send back, but contented himself with smilingly observing that when necessity made demands irregularities were passed over. He thought the higher pay of the specially enlisted troops must have a bad effect on ordinary recruiting.

EULOGY OF THE COLONIAL TROOPS.

'What did you think of the Colonial troops, General?'

'They were splendid, and the pick of them all in my opinion were the Australian and New Zealand Contingents. Those men were most excellent and I should award them the palm. The Victorian troops in particular and the New Zealand troops I should signal out especially. The Canadians were also good, but they did not last as the others did. Lumsden's Horse from Calcutta also did some most excellent services.'

'And the Ceylon Contingent?'

'No, I did not come across them, so far as I recollect.'

'Do you think the men that are being enlisted, and who go out now are the equal of those who went out in the early part of the struggle?'

'No, certainly not. The original contingents and yeomanry and volunteers were all picked men.'

'What do you think of South Africa as a country, General.'

'Splendid country, and when things have settled down a country of the future. Apart from mining, it is fertile, and above all it is

A WHITE MAN'S COUNTRY.

That you may see from the Boers. Look at their magnificent physique. Yes, there is a future there when the war is over.'

'In a year or two you say, General?'

'Well, you would not only surprise people but have them grumbling at home now if the war ended,' said Sir Hector laughing heartily. 'They would consider that they had been deprived of something to which they had grown accustomed and would kick.'

But it was easy to see through the General's jocularity that he entertained little hopes of a speedy termination to hostilities in South Africa.

Then Sir Hector talked about other things. He expressed a desire to go out fishing with the catamaran fishermen, and thought that Colombo was not half a bad place, although probably 'steamy.' He had not had an opportunity, so far, of seeing the Boer prisoners in Ceylon and was reserving that as well as other excursions Up-country for his return trip in a few months, when he hoped to spend a week in the Island before going back to duty in India. He would dearly like to go to Japan and China, but lacked the time. He was looking forward with boyish eagerness to his trip to Australia. It was his first visit to the land of the Southern Cross, and he had heard so much about the beauties of New Zealand that he was looking forward keenly to the trip.

But in talking with the General I found it as difficult to keep away from South Africa as Mr Dick to get beyond King Charles' head. My last question was whether he expected to go back, and Sir Hector's reply was that he did not know, but had been sorry to come away when he did.

The General is looking ten or fifteen years younger than his age, which is close on fifty. He has the appearance of a man who has never had a day's illness in his life.

REVIEWS.

THE FIGHTING IN NORTH CHINA, up to the Fall of Tientsin City. By G. Gipps, midshipman, H. M. S. 'Orlando.' 82. Kelly and Walsh, Limited, Hongkong, Yokohama, Shanghai, Singapore; 1901.

This admirable and brief account, for reasons given in the preface, does not include the disastrous tale of Admiral Seymour's Relief Column to Peking. The fugitive historical glimpse in the opening pages is terse and pithy. Mr Gipps was with the British Naval Contingent, so that he was an eye-witness and an actual participator in the moving events here set forth. The descriptions of the capture of the Taku forts, of the fighting in the vicinity of the Tientsin Settlements, and of the smart capture of the native City of Tientsin, are lively, vivid and first-hand. Eleven diagrammatic plans and views are a valuable adjunct to the narrative. The book ends with Captain Bayley's memo of thanks to those members of the naval force, who, on June 20 last year, were ordered back to their respective ships off Taku. The book is a noteworthy addition to those already in existence on latter day events in North China.

CASTING OF NETS. By Richard Bagot. Longman's Colonial Library. (Forwarded by Messrs Kelly and Walsh).

This very interesting story of a mixed marriage between a Catholic and a Protestant, and of the many difficulties arising therefrom, strongly condemns any interference between man and wife, either by close relatives or by meddlesome clerics. The book is full of strong characterisation. Religious life and movements in Rome are described with a happiness of touch that challenges not unfair comparison with Hall Caine's most recent novel. We can heartily recommend 'Casting of Nets.'

WEATHER REPORT.

The following notice is issued from the Observatory:—

On the 7th at 11.50h. The barometer has risen on the China coast. The typhoon is probably moving NE over W. Japan. Gradients slight for N and NE winds on the China Coast. Forecast—moderate NE winds; fine.

'If I get sick, my dear, send me to the hospital.' 'What! Among all those pretty nurses! I think not!'

PHRENOLOGIST 'Your bump of destructiveness is very large. Are you a soldier or a pugilist?' Subject—'Neither. I'm a furniture remover.'

QUIZZER—'Who was that portly gentleman we saw in the basement of the boarding school?' Quizzle—'Oh, that is the school baker.' Quizzer—'Might call him a college bread man, eh?'

STRICKEN WITH PARALYSIS.

HENDERSON Grimett, of this place, was stricken with partial paralysis and completely lost the use of one arm and side. After being treated by an eminent physician for quite a while without relief, my wife recommended Chamberlain's Pain Balm, and after using two bottles of it he is almost entirely cured.—Geo. McDonald, Man, Logan Co., W. Va., U.S.A. Several other very remarkable cures of partial paralysis have been effected by the use of this liniment. It is most widely known, however, as a cure for rheumatism, sprains and bruises. Sold by All Dealers, WATKINS & Co., Ltd., General Agents.

CURED HIS DYSPEPSIA.

Some people think Dyspepsia is incurable, but all they need to do is try Stearns' Wine and they will find it will tone them up and strengthen their digestive organs. It has entirely cured me and it will cure others. I only used four bottles.

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49, Cambridge St.

LATE TELEGRAMS.

Australian Defence Force.

London, September 20.—The report of the Colonial Defence Committee on Australian defence recommends military forces consisting entirely of partially-paid troops, excepting the permanent nucleus already established.

The Franco-Russian Alliance.

September 21.—The Tsar and Tsarina have departed by train for Kiel, after most cordial farewells. Both repeatedly shook hands with President Loubet, his Ministers and their wives. The Tsar promised to return soon, and visit Paris.

After crossing the French frontier, the Tsar wired to President Loubet, sincerely thanking the French nation, so loved and appreciated by Russia, for the cordiality of their reception.

The French Press declares that the meeting has immensely strengthened the position of France in Europe.

President Roosevelt and Britain.

According to a trustworthy statement President Roosevelt entertains sincere admiration and respect for England, and American neutrality in the Transvaal war will be steadily maintained. He approves of Mr Hay's Canal negotiations, and intimates that his attitude towards England will be as correct, dignified and generous as was the late President McKinley's.

The Boers at Trichinopoly.

Calcutta, Sept. 23.—It was found necessary, for the sake of the health of the Boers in the prisoners' camp at Trichinopoly, to treat the drinking water with permanganate of potash. The Boers made trouble over this, declaring that the British Government was doctoring the water for its own purposes.

It is probable, on account of the 500 extra prisoners going to Trichinopoly, that the other wing of the Lincolns, now at Bangalore, will go down to help their comrades look after the camp.

The Viceroy's Tenure of Office.

Maharaj Kumar Prodyot Coomar Tagore, speaking at the annual meeting of the British Indian Association here, on the 21st Sept., alluded to the forthcoming Commission on Irrigation, and stated that railways, at the best could but cure the Famine; whilst a well-organized system of irrigation was a certain preventive. Further, every pice spent on the latter was spent in the country, whilst a large portion spent on the former enriches foreign manufacturers.

He moved a resolution that they should approach Lord Curzon, and, if necessary, the Secretary of State, to extend Lord Curzon's tenure of office as long as he is willing to serve, in order to see the proposals of the Commission through. An extension of service was desirable also in connection with the Victoria Memorial Hall.

Calcutta's Trade.

Sept. 21.—For August the total trade of Calcutta was valued at 742 lakhs, or a fall of nearly nine lakhs, equivalent to over one per cent. decrease in value, in both the import and the export trade.

The Famine.

13,810 less persons are in receipt of Famine Relief this week than last.

Sad Death of a Scientific Expert.

Calcutta, Sept. 23.—Mr William West, the biologist of the Behar Indigo Planters' Association, who has been only three weeks in India, died on Friday at Mozafferpur, of cholera, aged twenty-six.

The Indian Jute Crop.

The following is the final forecast of the jute crop for the season published at the Board of Revenue to-day:—Area of crop this year about 2,249,000 acres; out-turn anticipated in that area about 96 per cent. of normal gross out-turn, now estimated at 65 lakhs of bales, equivalent to a 16-anna crop.

[The expression '16-anna crop' means a full one—16 annas equalling a rupee.]

More Border Trouble.

Two local levy Sowars were attacked at 8 o'clock on Thursday morning by ten Waziris half-way between Mir Ali Khel and Mogalkol. One was killed and the other wounded.

From instructions received from political sources, numerous gangs of Mahsuds have left for Gomal and part of Zhob.

The Plague in India.

Simla, Sept. 18.—Plague lingers on in Bengal, a slight increase from 13 to 58 being reported last week in the number of deaths, owing to a small outburst in the Shahabad District. The disease, however, in that part of India is now a negligible quantity. In the Bombay Presidency, on the other hand, it is again becoming virulent, 5,668 deaths being reported last week, against 4,132 in the preceding week and 593 in the corresponding period last year. Of the other localities last week Calcutta had 18 deaths, Karachi 15, Bombay city 293, Mysore 295, Rajputana 1, the Punjab 16, and the Madras Presidency 22, while the rest of India is clear.

Allahabad, Sept. 20.—Plague is officially reported at Katra and Allahabad. Several deaths have already taken place.

Calcutta, Sept. 23.—Plague is reported to have broken out in Bank Road, Allahabad. Inquiries into the cause of several sudden deaths in the Kutra quarter of the station have revealed the existence of the disease.

South African News.

London, September 21.—The Boers are actively raiding on the Upper Tugela, where three British casualties have occurred in a skirmish.

A *Morning Post* telegram from Brussels says that Boer officers state that General Botha proposes to hold 150 British prisoners as hostages against the execution of Lord Kitchener's proclamation.

Herr Von Lynden, the Dutch Foreign Minister, who is the President of the Permanent Council of the Hague Court of Arbitration, has communicated to all the members the Boer appeal for arbitration, to introduce the matter at the next sitting.

The Boer delegates had a long interview yesterday with the Dutch Premier.

September 22.—Lord Kitchener reports that Colonel Williams has captured almost the whole of Kock's Commando west of Adenbury, including fifty-five prisoners and the whole of the transport.

Colonel Greirson has captured a Carolina Commando, consisting of fifty-four prisoners, including Commandant P. Botha, and forty-eight wagons.

Kritzinger, in endeavouring to force a passage of the Orange River, rushed the camp of Lovat's Scouts. He failed to cross, but the casualties of Lovat's Scouts were heavy. Colonel Murray and Captain Murray were killed. The Boers captured a gun; but it was re-captured, after a smart engagement.

Ill health of mothers is frequently the cause of indigestion and diarrœa in their babies when nursed at their breast. Poor, watery, unsubstantial and insufficient milk cannot properly nourish a baby.

Stearn's Wine

enables the mother to get from her food the greatest amount of nourishment. Sold by all Chemists; Wholesale from A. S. Watson & Co., Ltd., Hongkong.

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Hongkong, October 7, 1901. 2060

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FOR MANILA (DIRECT.)

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For Freight apply to
SHEWAN, TOMES & Co., *General Managers.*

Hongkong, October 7, 1901. 2021

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship HAILOONG, Captain BATHURST, will be despatched for the above Ports, on WEDNESDAY, the 9th Inst., at Daylight.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co., *General Managers.*

Hongkong, October 7, 1901. 2053

THE OSAKA SHOSEN KAISHA, LTD.

FOR TAMSUI, SWATOW & AMOY.

THE Company's Steamship DAIJIN MARU, Captain T. OGATA, will be despatched for the above Ports on SUNDAY, the 13th Inst.

For Freight or Passage, apply to
MITSUI BUSSAN KAISHA, *Agents.*

Hongkong, October 7, 1901. 2056

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.'S CHARTERED STEAMER *RAS ROWA*.

FROM BOMBAY AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed *at their risk* in the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY'S Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Goods not Cleared by the 13th Inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE, *Superintendent.*

Hongkong, October 7, 1901. 2059

STEAMSHIP *SALAZIE*.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from LONDON ex s.s. *Douro* in connection with above Steamer, are hereby informed that their Goods, with the exception Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the HONGKONG, KOWLOON WHARF & GODOWN COMPANY, LTD., at Kowloon, whence delivery may now be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon TO-DAY, the 7th Inst. requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 14th Oct. at Noon, will be subject to rent and landing charges.

All Claims must be sent in to me on or before the 14th Oct., or they will not be recognized.

All Damaged Packages will be examined on MONDAY, the 14th Oct., at 3 p.m.

No Fire Insurance has been effected.

P. DE CHAMPMORIN, *Acting Agent.*

Hongkong, October 7, 1901. 2057

SECOND EDITION.

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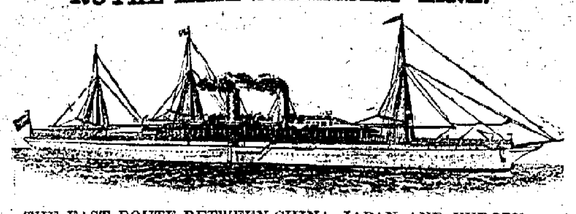
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* *TARTAR* 4425 Tons.....Comdr. E. BEETHAM, R.N.R.....WEDNESDAY, 6th Nov./1901
EMPRESS OF INDIA....Comdr. O. P. MARSHALL, R.N.R. WEDNESDAY, 20th Nov./1901
* *ATHENIAN*, 3882 Tons..Comdr. H. MOWATT .....WEDNESDAY, 4th Dec./1901
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D. E. BROWN, *General Agent*,
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KIAUTSCHOU (HAMBURG-AMERIKA LINIE)	WEDNESDAY, 13th November.
BAYERN	WEDNESDAY, 27th November
STUTTGART	WEDNESDAY, 11th December.
KONIG ALBERT	WEDNESDAY, 25th December.
PRINZESS IRENE	WEDNESDAY, 8th Jan., 1902.
PRINZ HEINRICH	WEDNESDAY, 22nd January.
PREUSSEN	WEDNESDAY, 5th February.
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ON WEDNESDAY, the 16th day of October, 1901, at Noon, the Steamship HAMBURG, of the HAMBURG-AMERIKA LINIE, Captain H. MAGIN, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

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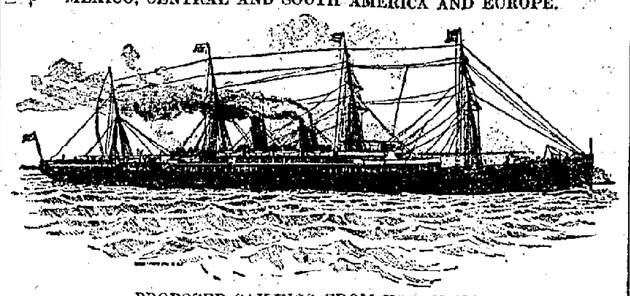
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DORIC	TUESDAY, 29th Oct., at Noon.
PERU	TUESDAY, 12th Nov., at Noon.
COPTIC	WEDNESDAY, 20th Nov., Noon.

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Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of cargo or parcel (valued at $100 Gold or over) destined to points beyond San Francisco in the United States should be sent to the Companies' Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than $100 U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, October 7, 1901. GEO. ECKLEY, *Acting Agent*. 980

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG.

***Via* Shanghai, Inland Sea of Japan, Kobe and Yokohama.**

FOR VICTORIA, B.C., AND TACOMA
IN CONNECTION WITH
Northern Pacific Railway Co.

Steamer.	*Tons.*	*Captain.*	*Proposed Sailing.*
Queen Adelaide	2832	F. McNair	October 8
Victoria	3502	J. Panton	October 15
Braemar	3601	W. Watt	November 12
Glenogle	3750	W. Frakes	November 26

THE attention of passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, £52.

Excellent accommodation. First class Table. DOCTOR and STEWARDESS carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA to NEW YORK in 4½ days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA, £35.

The best route to the KLONDYKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA to DYEA and ST. MICHAEL.

Rates of Passage to other Points on application.
Special rates allowed to members of Government Services.
For further information as to Passage or Freight, apply to

Dodwell & Co., Limited, *General Agents*.

Hongkong, October 1, 1901 422

OCEAN STEAMSHIP COMPANY

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW AND LIVERPOOL.....	NESTOR	.....10th October.
GLASGOW AND LIVERPOOL.....	LAERTES	.....12th October.
GLASGOW AND LIVERPOOL.....	DARDANUS	.....17th October.
GLASGOW AND LIVERPOOL.....	MACHAON	.....23rd October.
GLASGOW AND LIVERPOOL.....	PROMETHEUS.....	.....28th October.

S. S. 'NESTOR,' from GLASGOW and LIVERPOOL left SINGAPORE on the 5th Inst., and is expected here on the 10th Inst.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LIVERPOOL DIRECT, (Taking Cargo at LONDON Rates),	ULYSSES	.....14th October.
LONDON	PYRRHUS	.....15th October.
LONDON	CALCHAS	.....29th October.
LONDON	NESTOR	.....12th November.
LIVERPOOL DIRECT, (Taking Cargo at LONDON Rates),	DARDANUS	.....15th November.
LONDON	MACHAON	.....26th November.

For Freight, apply to

Hongkong, October 7, 1901. BUTTERFIELD & SWIRE,
2402 *Agents*. O. S. S. Co.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers.	Destinations.	Sailing Dates.
YAMAGUCHI MARU, S. YOSHIZAWA,	MOJI, KOBE & YOKOHAMA.	TUESDAY, 8th Oct., at Noon.
SHINANO MARU, G. E. P. COOK.	KOBE and YOKOHAMA.	FRIDAY, 11th Oct., at Daylight.
KAGOSHIMA MARU, K. KORI,	BOMBAY, Via SINGAPORE and COLOMBO.	FRIDAY, 11th Oct., at Noon.
HAKATA MARU, F. L. SOMMER,	MARSEILLES, LONDON, and ANTWERP, *Via* SINGAPORE, PENANG, COLOMBO and PORT SAID.	FRIDAY, 18th Oct., at Daylight.
KASUGA MARU, H. FRASER,	NAGASAKI, KOBE and YOKOHAMA.	FRIDAY, 18th Oct., at Noon.
KINSHIU MARU, P. L. PYNE,	VICTORIA, B.C., and SEATTLE, U.S.A., Via SHANGHAI, MOJI, KOBE and YOKOHAMA.	SATURDAY, 19th Oct., at 4 p.m.
YAWATA MARU, A. E. MOSES,	SYDNEY & MELBOURNE, Via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.	FRIDAY, 25th Oct., at 4 p.m.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and ATLANTIC STEAMERS.

For further information as to Freight, Passage, Sailings, Etc., apply at the Company's local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. Mihara, *Manager*.

Hongkong, October 4, 1901. 779

Shipping.

PENINSULAR & ORIENTAL STEAMSHIP NAVIGATION COMPANY

WILL despatch VESSELS to the Undermentioned PORTS on the DATES named:—

FOR	STEAMSHIP	CAPTAIN	DATE.
SINGAPORE AND BOMBAY.....	*Tientsin* †‡	W. W. COOKE, R.N.R.	Noon, 8th Oct.
LONDON, &c.....	*Pekin* *	J. CHELLEW, R.N.R.	Noon, 12th Oct.
SHANGHAI.....	*Coromandel*	F. W. VIBERT, R.N.R.	About 12th Oct.
LONDON	*Canton*	C. F. LOCKSTONE, R.N.R....	Noon, 19th Oct.
YOKOHAMA, VIA S'HAI & KOBE..	*Japan*	C. C. TALBOT, R.N.R	About 20th Oct.

PASSENGER SEASON 1902.

MARSEILLES, PLYMOUTH AND LONDON Direct without Transhipment	*Oriental*.....5284 Tons	.....29th March.
	Malta..... 6964 "	.....12th April.

* See Special Advertisement. † For Freight only.
‡ Calling at PENANG and COLOMBO if sufficient inducement offers.

For Freight or passage, and further Particulars, apply to

H. A. RITCHIE, *Superintendent*.

P. & O. S. N. Co.'s Office,
Hongkong, October 7, 1901. 979

TOYO KISEN KAISHA.

TO SAN FRANCISCO, *VIA* INLAND SEA OF JAPAN & HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Hongkong Maru, (via Shanghai, Nagasaki, Kobe, Inland Sea, Y'hama & Honolulu)	Saturday, Oct. 12, at Noon.
Nippon Maru, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, Nov. 5, at Noon.
America Maru, (via Shanghai, Nagasaki, Kobe, Inland Sea, Y'hama & Honolulu)	Thursday, Nov. 28, at Noon.

THE Twin-Screw S. S. *HONGKONG MARU* will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 12th October, at Noon, 1901, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN, PACIFIC CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Packages will be received at the Office until 4 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, *Acting Agent*.

Hongkong, September 18, 1901. 1898

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR ANPING, VIA SWATOW AND AMOY.

THE Company's Steamship MAIDZURU MARU, Captain T. SAITO, will be despatched for the above Ports on WEDNESDAY, the 16th Inst.

For Freight or Passage, apply to

MITSUI BUSSAN KAISHA, *Agents*.

Hongkong, October 3, 1901. 2033

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship AUSTRALIAN, Captain HELMS, will be despatched for the above Ports on THURSDAY, the 24th Inst., at 4 p.m.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the CHINA NAVIGATION COMPANY and *vice versa*.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, October 4, 1901. 2041

FOR NEW YORK.

THE S/S A. L. I. American Ship MANUEL LLAGUNO will load during September and October, sailing about 25th October.

For Freight, apply to

SHEWAN, TOMES & Co.

Hongkong, July 8, 1901. 1421

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA, VIA AMOY.

THE Company's Steamship YUENSANG, Captain ROLFE, will be despatched as above on WEDNESDAY, the 9th Inst., at 4 p.m.

This Steamer has superior Accommodation for First-class Passengers, is fitted throughout with Electric Light, and carries a Doctor.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, October 5, 1901. 2048

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship *PALAWAN*, Captain J. CHELLEW, R.N.R., carrying His Majesty's Mails, will be despatched from this Port for BOMBAY, on SATURDAY, the 12th October, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed *vid* Bombay without Transhipment.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

H. A. RITCHIE, *Superintendent*.

P. & O. S. N. Co.'s Office,
Hongkong, October 5, 1901. 1908

PORTLAND AND ASIATIC STEAMSHIP CO.

Agents for and in connection with THE OREGON RAILROAD AND NAVIGATION Co., operating the New First-class Steamships INDRAVELLI, INDRAPURA, KNIGHT COMPANION, between HONGKONG and PORTLAND, (OR.), Calling at SHANGHAI, NAGASAKI, MOJI, KOBE and YOKOHAMA.

THE Steamship INDRAPURA will be despatched for PORTLAND, (OR.), on or about 14th October, 1901.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points.

For through rates of Freight and further information communicate with or apply to

ALLAN CAMERON,
General Agent,

Hongkong, September 23, 1901. 1986

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD Co.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO, AND SAN FRANCISCO *VIA* INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, MEXICO, CENTRAL and SOUTH AMERICA, Etc.

Strathgyle .....About 20th Oct.

THE Steamship *Strathgyle* will be despatched for SAN DIEGO, and SAN FRANCISCO, *Via* MOJI, KOBE, YOKOHAMA and HONOLULU, on or about 20th October.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 p.m. the day previous to Sailing. Parcel Packages will be received at the Office until the same time. All Parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents,
HONGKONG, CHINA & JAPAN.

Hongkong, September 30, 1901. 1474

SHEWAN TOMES & Co.'s NEW YORK LINE.

FOR NEW YORK.

THE Steamship ADANA, Capt. A. SMITH, will be despatched for the above Port on 10th November.

For Freight, apply to

SHEWAN, TOMES & Co.,
Agents.

Hongkong, September 24, 1901. 1961

Shipping.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCHOW.

THE Company's Steamship HAICHING, Captain DAVIS, will be despatched for the above Ports, on TUESDAY, the 8th Inst., at Daylight.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, October 5, 1901. 2049

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship KUMSANG, Capt. BULLEN, will be despatched as above on TUESDAY, the 8th Inst., at 2 p.m. Instead of as previously notified.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, October 5, 1901. 2013

FOR NAGASAKI & WLADIWOSTOCK.

THE Steamship DAPHNE, Captain SCHIPPER, will be despatched for the above Ports on WEDNESDAY, the 9th Inst., at 3 p.m.,

This Steamer has superior Accommodation for First-class Passengers.

For Freight or Passage, apply to

SIEMSSEN & Co.,
Agents.

Hongkong, October 3, 1901. 2034

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ, PORT SAID, FIUME & TRIESTE.

(Taking Cargo at through Rates to the BRAZILS, to SOUTH AFRICA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, MALTA, VENICE and ADRIATIC PORTS).

THE Company's Steamship TRIESTE, Capt. A. MITIS, will be despatched as above on THURSDAY, the 17th October.

For information as to Passage and Freight, apply to

SANDER, WIELER & Co.,
Agents.

Hongkong, September 28, 1901. 2006

REGULAR STEAMSHIP SERVICE TO NEW YORK,

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

SATSUMA	.....About 26th Oct.
KURDISTAN	.....About 5th Nov.
LENNOX	.....About 20th Nov.
RICHMOND CASTLE ..	End November.
ORONSAY	.....
HILLGLEN	.....
LOWTHER CASTLE...	.....

For Freight and further information Apply to

DODWELL & CO., LTD.,
Agents.

Hongkong, October 4, 1901. 2040

SHEWAN, TOMES & Co.'s NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship ASAMA, Capt. F. F. BENIENT, will be despatched for the above Port on the 15th December.

For Freight apply to

SHEWAN TOMES & Co.
Agents.

Hongkong, September 24, 1901. 1975

WEEKLY NEWS FOR HOME.

The Overland China Mail

Published to suit the Departure of each English and French Mail Steamer to Europe.

FULL REPORTS

AND ALL THE LATEST INTELLIGENCE (Commercial, Shipping, etc.)

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Relieves the scalding pain at once and CURES all discharges from the genito-urinary organs in either sex in 48 HOURS

Santal-Midy obtained from the best Eastern wood.

Unlike the sandal oil of the Bazars, it is superior to Copaiba, Cubeb, or Injections, and causes no inconveniences.

Beware of Imitations.

Each tiny Capsule bears the name MIDY

8, RUE VIVIENNE, PARIS.

For Sale by A. S. [illegible]

Notices to Consignees.

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER *TIENTSIN*.

FROM BOMBAY AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed *at their risk* in the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY'S Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 8th Inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All Damaged Packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE,
Superintendent.

Hongkong, October 2, 1901. 2026

FROM HAMBURG, COLOMBO, PENANG AND SINGAPORE.

THE N. D. L. S. S. *Bamberg*, Captain ZUBDONSEN, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, To-day.

Any Cargo impeding her discharge will be landed into the GODOWNS OF THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED, and Stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th Inst. will be subject to rent.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on the 14th Instant, at 3 p.m.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office,

Hongkong, October 4, 1901. 2043

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER *SOCOTRA*.

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed *at their risk* in the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY'S Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 3 p.m. To-day.

Goods not cleared by the 8th Inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All Damaged Packages must be left in the Godowns, and a Certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE,
Superintendent.

Hongkong, October 2, 1901. 2027

Not Responsible for Debts.

NEITHER the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew in the following Vessel, during its stay in Hongkong Harbour:—

KENTMERE, British 4-masted ship, Capt. Brandy.—Standard Oil Co.

LAUNBERGA, British barque, Capt. J. C. McDougall.—A. G. Morris.

LUCIA, British barque, Capt. A. R. Anderson.—Sander, Wieler & Co.

THE ... FOOTBALL SEASON

NOVEL - - - -
FOOTBALL - -
SKETCHES - -

BY

CAPT. PHILIP TREVOR,
GUY BOOTHBY,
H. A. BRYDEN,
C. W. ALCOCK,
C. E. BENSON,
HARRY TREVOR,
HORACE G. HUTCHINSON.

The Second of the Series will appear

On SATURDAY NEXT, 12th Oct.,

entitled

"HOW GARDINER SAVED THE GAME,"

BY

HARRY TREVOR.

THE COMMERCIAL LAW AFFECTING CHINESE;
With Special Reference to
PARTNERSHIP REGISTRATION and BANKRUPTCY LAWS IN HONGKONG.
(Reprinted from the *China Mail*.)
For Review the *China Mail* Office.

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Splendid Collection of the Latest LONDON PATTERNS, *at very moderate prices.* 472

MINERAL ASSAYS & ANALYSES.

THE YANGTSE VALLEY COMPANY, LTD., having its own well-equipped Laboratory, is prepared, in order to assist in the Mineral Development of China, to do Assay work of all descriptions, Quantitative Analyses, and to classify minerals for Mine owners and others.

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5th October, 1901. 1726

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CONTRACTORS FOR THE SUPPLY OF ALL KINDS OF MACHINERY AND APPLIANCES.

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Telegrams, "KINGHORN, Hongkong."

A. B. C. & A1 Codes used.

JOHN W. KINGHORN,
M.I.M.E., M.I.Mech.-E., London.
DONALD MACDONALD.

Hongkong, May 28, 1898. 1083

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Engineers, Shipbuilders, - -
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Telegrams: 'BARLOW' Hongkong.
Telephone No. 74.
P. O. Box No. 40.

B. J. BARLOW,
Office 9, Queen's Road Central.

Hongkong, June 11, 1901. 1232

H. F. CARMICHAEL
CONSULTING ENGINEER,
SURVEYOR AND CONTRACTOR,
QUEEN'S BUILDINGS.

TELEGRAMS: "CARMICHAEL," HONGKONG.
A B C Code, 4th Edition.
A 1 Code.
Lieber's Standard Code.
TELEPHONE, 252.

Hongkong, July 2, 1901. 1379

CHEE WING & CO.,
23 & 29, LEE YUEN STREET (WEST),
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IMPERIAL BANK OF CHINA.

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SUBSCRIBED CAPITAL, ... Tls. 5,000,000
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HEAD OFFICE—SHANGHAI.
BRANCHES AND AGENCIES.

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CHEFOO,	PENANG,
CHINKIANG,	SINGAPORE,
CHUNGKING,	TIENTSIN,
HANKOW,	

THE BANK PURCHASES and receives for Collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities. Bills Discounted.

Interest allowed on Current Accounts at the Rate of 2% per Annum on the Daily Balances.

On Fixed Deposits for 3 Months ... 3%
,, ,, 6 ,, ... 4%
,, ,, 12 ,, ... 5%

E. W. RUTTER,
Manager.

Hongkong, January 18, 1901. 1970

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$10,000,000
RESERVE FUND—
Sterling Reserve, $10,000,000
Silver Reserve ... 3,750,000
$13,750,000
RESERVE LIABILITY OF PROPRIETORS $10,000,000

COURT OF DIRECTORS:—
R. SHEWAN, Esq.—Chairman.
Hon. J. J. Bell Irving.—Deputy Chairman.

A. Haupt, Esq.	H. Schübart, Esq.
D. MeyerMoses, Esq.	N. A. Siebs, Esq.
R. L. Richardson, Esq.	H. W. Slade, Esq.
A. J. Raymond, Esq.	H. E. Tomkins, Esq.
	Paul Witkowski, Esq.

CHIEF MANAGER:
Hongkong—Sir T. JACKSON.
MANAGER:
Shanghai—H. M. BEVIS, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING CO., LD.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:—
For 3 months 2½ per cent per annum.
,, 6 ,, 3 ,, ,,
,, 12 ,, 4 ,, ,,

T. JACKSON,
Chief Manager.

Hongkong, August 17, 1901. 366

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation,
T. JACKSON,
Chief Manager.

Hongkong, October 3, 1900. 1517

THE NATIONAL BANK OF CHINA, LIMITED.

AUTHORIZED CAPITAL,.....£1,000,000.
PAID UP CAPITAL,.....£ 324,374.

HEAD OFFICE—HONGKONG.

Board of Directors.

CHAN KIT SHAN, Esq.	C. EWENS, Esq.
CHOW TUNG SHANG, Esq.	J. T. LAUTS, Esq.

Chief Manager:
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed ... ... 5%.

Hongkong, March 18, 1901. 117

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL.....£1,500,000
SUBSCRIBED £1,125,000
PAID UP.....£ 562,500
RESERVE FUND.....£ 40,000

BANKERS
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2% per annum on the Daily Balance.

ON FIXED DEPOSITS:—
For 12 Months .....4 %
,, 6 ,, ...3½ %
,, 3 .....2½ %

J. THURBURN,
Manager, Hongkong.

Hongkong, April 1, 1901. 234

THE
YOKOHAMA SPECIE BANK,
LIMITED,
ESTABLISHED 1880.

CAPITAL SUBSCRIBED ... Yen 24,000,000
CAPITAL PAID-UP ... ... ,, 18,000,000
CAPITAL UNCALLED ... ... ,, 6,000,000
RESERVE FUND ... ... ,, 8,510,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES:

TOKIO.	KOBE.	NAGASAKI.
LONDON.	LYONS.	NEW YORK.
SAN FRANCISCO.	HONOLULU.	BOMBAY.
SHANGHAI.	TIENTSIN.	NEWCHWANG.

LONDON BANKERS:
The London Joint Stock Bank, Limited,
Parr's Bank, Limited,
The Union Bank of London, Limited.

HONGKONG BRANCH—Interest allowed.
On Current Account at the Rate of 2% per annum on the daily balance.
On fixed deposits for 12 months, 5% per annum.
On fixed deposits for 6 months, 4% per annum.
On fixed deposits for 3 months, 3% per annum.

TARO HOSHINO,

Banks.

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.
HEAD OFFICE, LONDON.

CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £575,000

INTEREST allowed on Current Account at the rate of 2 % per annum on the Daily balances.

On Fixed Deposits for 12 months 4 %
,, ,, ,, 6 ,, 3½ %
,, ,, ,, 3 ,, 2½ %

T. H. WHITEHEAD,
Manager.

Hongkong, July 9, 1901. 846

DEUTSCH-ASIATISCHE BANK.

PAID-UP CAPITAL, Shai Tls. 5,000,000.

HEAD OFFICE: SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES.

BERLIN.	CALCUTTA.
HANKOW.	TIENTSIN.
TSINGTAU (KIAUTSCHOU).	

LONDON BANKERS:
Messrs N. M. ROTHSCHILD & SONS.
Union Bank of London, Ltd.
Deutsche Bank (Berlin), London Agency
Direction der Disconto Gesellschaft.

Interest allowed on Current Account. Deposits received on terms which may be learnt on application. Every description of Banking and Exchange business transacted.

E. F. GROS,
Acting Manager.

Hongkong, May 30, 1901. 296

HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.

CAPITAL, FULLY PAID-UP ... $1,000,000.
RESERVE FUNDS ... ... 125,000.

Directors:
J. S. VAN BUREN, Esq.

C. EWENS, Esq.	C. S. SHARP, Esq.
H. W. SLADE, Esq.	HO TUNG, Esq.

General Managers:
Messrs JOHN D. HUMPHREYS & SON.

Bankers:
THE HONGKONG AND SHANGHAI BANKING CORPORATION.

THE Company is prepared to act as Special Agents or Attorneys, Liquidators, Executors or Administrators, as Trustees, Receivers, House and Estate Agents for Residents or non-Residents, and, on Commission, to buy or sell Property, to advance money against Mortgage, to invest funds in Mortgage or otherwise, to buy or sell Shares or Local Stocks, and generally to act for those who may be temporarily or permanently absent from the Colony.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, May 13, 1901. 361

Insurances.



The Equitable Life.

Policies Are Sight Drafts at Maturity.
Surplus Fund (from which dividends are to be paid) **Over £13,700,000.**

F. KIENE, *Manager,*
Hongkong.

2607

SALAMANDER FIRE INSURANCE COMPANY.

THE Undersigned having been appointed AGENTS for the above Company are prepared to accept Risks against Fire at Current Rates.

HOTZ, s'JACOB & Co.

Hongkong, March 31, 1900. 738

UNION ASSURANCE SOCIETY.

(Instituted in the Reign of Queen Anne A.D. 1714).

CAPITAL FULLY SUBSCRIBED, £450,000.
CAPITAL PAID UP, £180,000.
TOTAL INVESTED FUNDS EXCEED £3,459,044.
TOTAL ANNUAL INCOME, £1,103,883.

THE Undersigned, having been appointed AGENTS of the above Society in Hongkong, are prepared to issue POLICIES against FIRE on the usual terms.

HARRY WICKING & Co.,
Praya Central.

1142

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31ST DECEMBER, 1900, £14,732,681.

Authorised Capital.....£3,000,000	0	0
Subscribed Capital.....£2,750,000	0	0
Paid-up Capital £687,500	0	0
Fire Funds £2,833,716	14	4

HAVING been appointed AGENTS of the above Company we are prepared to Accept EUROPEAN and CHINESE RISKS at Current Rates.

SHEWAN, TOMES & Co.,
Agents.

Hongkong, July 3, 1901. 1537

EVERY FACILITY
In connection with with Life Assurance Business is afforded by
THE STANDARD LIFE ASSURANCE COMPANY.

ONE of the largest and wealthiest of the Provident Institutions of the United Kingdom. Forms of application and all information will be promptly afforded on application to

HOWELL & Co., LIMITED,
Agents.

His Britannic Majesty's Ships on the China Station.

Name.	Class	Tons.	Guns.	I.H.P.	Captain.	Last reported at.
Alacrity	despatch-vessel	1700	—	3000	Comdr. C. G. F. M. Craduck	Shanghai
Albion	battleship, 1st class	12,950	16	13,500	Captain W. W. Hewett, R.N.	Amoy
Algerine	sloop	1050	6	1400	Commander R. E. Hunt	Hankow
Arethusa	cruiser, 2nd class	4300	10	5500	Captain J. Startin	Hongkong
Argonaut	cruiser, 1st class	11,000	16	18,000	Captain H. Cherry	Hongkong
Astræa	cruiser, 2nd class	4360	10	9000	Captain A. W. Paget, C.M.G.	Amoy
Aurora	armoured cruiser, 1st class	5600	12	8500	Captain E. H. Bayly, C.B.	Weihaiwei
†Barfleur	battleship, 1st class	10,500	14	13,000	Captain Sir G. T. Warrender	Weihaiwei
Blenheim	cruiser, 1st class	9000	12	21,411	Captain F. H. Henderson	Weihaiwei
Bramble	gunboat, 1st class	710	6	1300	Lieut.-Com. F. M. Leake	Weihaiwei
Brisk	cruiser, 3rd class	1770	6	3500		Singapore
Britomart	gunboat	710	6	1300	Comdr. Baird	Weihaiwei
Daphne	sloop	1140	8	2000		Woosung
Dido	cruiser, 2nd class	5600	11	9600	Captain R. F. Tillard	Nanking
Eclipse	cruiser, 2nd class	5000	11	9600	Captain R. H. S. Stokes	Shanghai
Endymion	cruiser, 1st class	7350	12	10,000	Captain W. A. Paget	Yokohama
Esk	g-bt. 3rd class coast defence	363	3	200	Lieut.-Com. W. F. Blunt	Tung-ting Lake
Fame	torpedo boat destroyer	380	6	5700		Hongkong
Firefly	gunboat, 2nd class	455	4	380		Hongkong
*Glory	battleship, 1st class	12,950	16	13,500	Captain W. A. Carter	Weihaiwei
Goliath	battleship, 1st class	12,950	16	13,500	Captain Lewis Wintz	Weihaiwei
Handy	torpedo-boat destroyer	275	6	4000	Lieut.-Com. G. H. Holden	Weihaiwei
Hart	torpedo boat destroyer	275	6	4000	Lieut.-Com. J. G. Armstrong	Woosung
Humber	storeship	1640	—	800	Comdr. H. J. Davison	Weihaiwei
Isis	cruiser, 2nd class	5600	11	9600	Captain Windham	Hongkong
Janus	torpedo boat destroyer	280	6	3900		Hongkong
Marathon	cruiser, 3rd class	2950	6	9000		
Ocean	battleship, 1st class	12,950	16	13,500	Captain John G. M. Field	Hongkong
Orlando	armoured cruiser, 1st class	5600	12	8500	Capt. A. J. Henniker Hughan	Woosung
Otter	torpedo boat destroyer	360	6	6300	Captain J. H. T. Burke, C.B.	Weihaiwei
Phœnix	sloop	1015	6	1400	Lt.-Com. C. P. Mansel	Hongkong
Pigmy	gunboat, 1st class	755	6	720	Commander W. H. Nicholson	Nagasaki
Pique	cruiser, 2nd class	3600	8	7000	Comdr. Oldham	Nanking
Plover	gunboat, 1st class	755	6	1200	Capt. Harry C. Reynolds	Wuhu
Rambler	gunboat, 1st class	835	6	—	Lt.-Com. C. V. de M. Cowper	Hongkong
Redpole	gunboat, 1st class	805	6	720	Lt.-Com. Morris H. Smyth	Yangtse
Robin	river gunboat	85	2	240	Lt.-Com. Howarth Smith	Canton
Rosario	sloop	980	6	1400	Lieut.-Com. G. G. Webster	Hongkong
Sandpiper	river gunboat	85	2	240	Comdr. C. A. W. Hamilton	Wuchow
Snipe	river gunboat	85	2	240	Lieut.-Com. H. C. Carr	Hankow
Swift	gun-vessel, 2nd class	756	2	870		Hongkong
Taku	torpedo boat destroyer	280	6	6500	Lt.-Com. C. P. Peaty-Pownall	Hongkong
Talbot	cruiser, 2nd class	5600	11	9600	Captain F. G. Stoj ford	Shanghai
Tamar	receiving ship	4650	6	—	Commodore Francis Powell, C.B.	Hongkong
Terrible	cruiser, 1st class	14,200	14	25,000	Captain Percy Scott, C.B.	Weihaiwei
Tweed	coast defence gunboat	363	3	200		Hongkong
Waterwitch	Surveying ship	620	—	450	Lieut.-Com. W. O. Lyne	Weihaiwei
Whiting	torpedo boat destroyer	380	6	5900	Lt.-Com. C. Mackenzie, D.S.O.	Weihaiwei
Wivern	constdefenceship, armoured	2750	4	1000		Hongkong
Woodcock	river gunboat	150	2	550	Lieut.-Com. H. D. S. Watson	Hankow
Woodlark	river gunboat	150	2	550	Lieut.-Com. H. E. Hillman	Poyang Lake

* Flag of Vice-Admiral Sir C. Bridge, Commander-in-Chief

† Flag of Rear-Admiral Sir J. A. T. Bruce, K.C.M.G.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Description.	Tons.	Guns.	H.P.	Captain.	Last reported at
Aspern	Austrian cruiser	976	—	—		
Maria Theresa	Austrian cruiser	5900	30	10,000	Captain Cosulich	Nagasaki
Alouette	French gunboat	500	—	—		
Amiral Charner	French flagship	4750	8	8300	Lieut. A. Belloy	Shanghai
Aspic	French gunboat	475	3	450	Capt. Baehme	Saigon
Bengali	French gunboat	580	—	—	Commander Journet	Saigon
Bugeaud	French cruiser	4092	19	9000	Lieut. Fitle	Kobe
Chasseloup Laubat	French cruiser	3800	—	—	Capt. Lefèvre	Woosung
Comete	French gunboat	525	—	—	Capt. De Epinay St. Luc	Shanghai
Decidée	French gunboat	600	—	—	Commander Louel	Bangkok
D'Entrecasteaux	French flagship	8114	14	12,500	Commander Leamy	Poyang Lake
Descartes	French cruiser	4000	14	8500	Captain D. du Tournel	Saigon
Eclaireur	French cruiser	1658	8	2050	Capt. de Saune	Shanghai
Friant	French cruiser	3739	10	9000	Capt. Texier	Taku
Kersaint	French gunboat	1250	6	2200	Captain Adam	Hongkong
Lion	French gunboat	470	—	—	Capt. de la Motte du Portail	Saigon
Nive	French cruiser	6000	—	—	Capt. Frost	Chefoo
Pascal	French cruiser	3988	14	8500	Capt. Morazzani	Taku
Redoubtable	French cruiser	9437	8	6071	Captain Motet	Taku
Styx	French cruiser	1600	—	—	Captain Neny	Kobe
Surprise	French gunboat	629	2	900	Capt Vincent	Canton
Vauban	French cruiser	—	—	—	Captain Mornet	Nagasaki
Vigilant	French gunboat	—	—	—	Captain Blondel	Kwangchowwan
Vipere	French gunboat	400	4	441		Canton
Bussard	German gunboat	1600	8	2000	Comdr. Villeneuve	Nagasaki
Fürst Bismarck	German flagship	11,000	36	14,000	Comdr. von Bassewitz	Nagasaki
Geier	German gunboat	1600	8	—	Captain Graf Choltke	Nagasaki
Hansa	German cruiser	6000	20	10,000	Commander Bauer	Amoy
Hertha	German cruiser	6000	20	10,000		Shanghai
Iltis	German gunboat	1000	10	1300	Capt. von Usedom	
Jaguar	German gunboat	900	10	1300	Lieut.-Commander Sthamer	Canton
Kaiserin Augusta	German cruiser	6331	20	14,000	Comdr. Berger	Foochow
Luchs	German gunboat	950	10	—	Captain Gülich	Nagasaki
Schwalbe	German gunboat	1120	8	1500	Comdr. Dachnhardt	
Seeadler	German gunboat	1600	8	2800	Comdr. Boerner	Shanghai
Tiger	German gunboat	900	10	1300	Comdr. Schack	Nanking
Vorwaerts	German gunboat	—	—	—	Comdr. von Mittelstadt	Hankow
						Shanghai
Elba	Italian cruiser	2732	12	6500	Captain Casella	Taku
Fieramosca	Italian cruiser	—	—	—	Captain Gagliardi	Shanghai
Stromboli	Italian cruiser	3898	—	—	Captain Ceconni	Singapore
Vettor Pisani	Italian flagship	6700	—	—	Captain De Filippi C. Onofrio	Shanghai
Vesuvio	Italian cruiser	1500	14	—	Captain Zezi	Nagasaki
Zaire	Portuguese gunboat	600	—	—	Captain Mello	Macao
Admiral Kornilof	Russian cruiser	5500	16	1000	Captain Jakovloff	Taku
Admiral Nachimoff	Russian cruiser	9000	—	—	Captain Vsivolojsky	Yokohama
Alcout	Russian gunboat	810	2	730	Captain Elkisky	Vladivostock
Bobro	Russian sloop	950	2	1150	Captain Dobrovolsky	Taku
Dimitry Donskoy	Russian cruiser	6000	16	7000	Capt. Sharon	Nagasaki
Gaidamak	Russian gunboat	500	2	3500	Capt. Serebrennikff	Taku
Gremiastchy	Russian gunboat	1490	3	2000	Capt. Miklashevsky	Shanghai
Gromoboi	Russian battleship	12,436	26	14,500		Nagasaki
Korcetz	Russian sloop	1200	9	2150	Captain Sillman	Taku
Mandjour	Russian sloop	1200	3	1400	Commander Kachetoff	Foochow
Navarin	Russian2nd class battleship	10,000	4	—	Captain Beklemeskeff	Nagasaki
Otvajny	Russian gunboat	1490	2	2000	Captain Jensen	Shanghai
Petropavlovsk	Russian battleship	12,000	—	—	Captain Grevais	Yokohama
Poltava	Russian battleship	11,000	—	—	Captain Orgeroff	Nagasaki
Rossia	Russian cruiser	12,200	28	—	Captain Sepelreunipoff	Nagasaki
Rasboynick	Russian cruiser	1329	10	—		Shanghai
Rurik	Russian flagship	10,923	26	13,250	Capt. Haupt	Taku
Serastopol	Russian battleship	10,900	—	—	Capt. Melousky	Nagasaki
Sibtch	Russian gunboat	950	2	1125	Captain Barranof	Port Arthur
Sissoi Veliky	Russian2nd class battleship	10,000	14	9500	Captain Mollas	Taku
Sivootch	Russian gunboat	950	2	1120	Captain Soubatin	Taku
Vladimir Monomach	Russian armoured cruiser	6000	16	7000	Captain Prince Ouchtomsky	Taku
Vsadnik	Russian gunboat	500	11	3500	Capt. Rogulia	Taku
Zabijaka	Russian cruiser	1280	8	1194	Commander Shkruff	Nagasaki
Annapolis	U. S. gunboat	1000	10	1277	Commander Karl Rohrer	
Brooklyn	U. S. flagship	9215	32	18,769	Captain F. W. Dickens	Cavite
Don Juan de Austria	U. S. gunboat	1169	8	1600	Commander C. G. Bowman	Manila
Frolic	U. S. gunboat	—	—	—	Lieut.-Comdr. J. M. Helm	
General Alava	U. S. gunboat	1800	—	—	Lieut.-Comdr. W. F. Halsey	Manila
Helena	U. S. gunboat	1392	8	1288	Comdr. R. R. Ingersoll	Nagasaki
Isla de Cuba	U. S. gunboat	1033	8	2200	Commander Percy Garst	
Isla de Luzon	U. S. gunboat	1030	8	2200	Comdr. J. K. Cogswell	
Kentucky	U. S. flagship	11,500	41	10,000	Captain C. H. Stockton	Manila
Manila	U. S. gunboat	1900	2	750	Comdr. T. H. Stevens	Chefoo
Monadnock	U. S. monitor	3990	6	3000		Manila
Monocacy	U. S. gunboat	1270	6	550	Comdr. F. M. Wise	Shanghai
Monterey	U. S. monitor	4084	4	5244	Comdr. F. J. Drake	Taku
New Orleans	U. S. cruiser	4140	—	—	Lieut.-Comdr. Sperry	Hongkong
New York	U. S. flagship	8200	24	17,401	Captain M. B. S. Mackenzie	
Petrel	U. S. gunboat	1000	6	800	Commander J. B. Baldwin	
Wheeling	U. S. cruiser	1000	10	1124	Commanding E. T. Perry	
Yorktown	U. S. gunboat	1707	2	1500	Commander W. E. Fitch	
	U. S. gunboat	1710	6	1124		

VISITORS AT HOTELS.

HONGKONG HOTEL.

Mr W. H. Anderson
Mr D. A. Andrew
Mrs Angus
Mr H. Arnold
Mr M. R. Averill
Mr W. S. Bailey
Mr C. F. Barlow
Mr J. B. Barlow
Mr J. T. Bell
Mr F. L. Benton
Mr J. Black
Mr A. Bonner
Mr E. Breranet
Major W. B. Browne, R.E.
Mr Busustow
Major Buttanshaw
Mr D. H. Cameron
Mr & Mrs Carpenter
Dr F. Clark
Mr and Mrs W. L. Coffin
Mr G. E. Cole
Mr J. S. Colson
Mr C. A. Conant
Capt. Cooper
Mr Daniel
Mr P. C. Denroche
Mr D. M. Devilbiss
Mr G. M. Discombe
Major Dorehill, R.A.
Mr O. G. Dufetre
Capt. & Mrs Dunsford and child
Major P. S. Dyson
Mr F. W. Edwards
Mr and Mrs T. L. Fernald
Mr A. C. Field
Mr Fischer
Mr Kennedy Gibson
Miss Gill
Mr C. Glover
Mr G. Gracewood
Mr J. Grant
Mr E. Guignard
Miss E. Hager
Miss Hager
Mrs Hamilton
Mr G. H. Hannan
Mr B. E. Hanson
Mr J. A. Hawkins
Mr R. G. Heckford
Mr T. Howard
Mr & Mrs Howkins
Mr W. Kerfoot Hughes
Mr A. N. Huke
Capt. Innes
Mr E. A. Irving
Mrs Jewett
Mr & Mrs Johanson
Mr R. C. K. Johnson
Mr and Mrs Joseph, E.S.
Mr Homsy Jules
Mr E. A. Katsch
Mr & Mrs F. Kiene
Col. A. C. Kilton
Major H. S. King
Mr E. L. Kraemer
Mr N. Lazarus
Mr H. Leblond
Major R. P. Littledale
Major G. H. Loch
Mr D. Macdonald
Mr R. M. Macdonald
Mr Gordon Mackie
Mrs Marchiardli
Mr Marlow
Capt. and Mrs E. E. McLellan
Mr Michael
Mr & Mrs Milton
Mr J. Nagatra
Mr and Mrs J. L. O'Connell
Mr and Mrs F. L. Ogden
Mr W. Parfitt
Dr W. W. Pearce
Mr C. Piry
Mr S. D. Piry
Mr A. J. Pitcher
Mr H. Price
Mr P. Radcliffe
Mr R. M. Raymond
Dr L. R. Reed
Mr A. Reid
Mr W. R. Robertson
Mr W. V. Robinson
Mr C. Schouw
Mr P. W. Sergeant
Mr A. E. Simpson
Mr M. Siva
Mr Sly
Mr T. J. Smith
Mr R. G. Smithers
Mrs Smithers
Mr Snewin
Mrs Suffert
Mr D. G. Taylor
Dr & Mrs J. C. Thomson & child
Mr H. M. Tibbey
Mr E. Wakeham
Mr G. H. Wakeman
Mr & Mrs Frank W. Watts
Mr W. J. G. Whiley
Mrs A. M. Whitton
Lieut. & Mrs Bagnall Wild
Mr J. J. Woollen

KOWLOON HOTEL.

Mr and Mrs J. B. Fernandez
Capt. and Mrs Groves and family
Mr Geo. H. Holden
Capt. H. N. Holden
Mrs Musgrove
Mr V. Riegen
Capt. Robson

THE WAVERLEY HOTEL.

Mr N. K. Davidson
Mrs H. C. D. Frampton
Miss B. Hutchings
Miss Hutchings
Mr J. M. Jones
Lieut.-Colonel Koe
Mr R. W. Laxton
Mr Benita Mestrea
Dr Georg Nicolai
Mr M. S. Northcote
Mrs Retallick
Mr R. Riddock
Mr N. S. P. Trimingham
Mrs Wisheit

PELHAM HOUSE.

Mr H. S. Bailey
Mr C. Bell
Mr W. H. Bronson
Mr W. H. Bullock
Lieut. Campbell
Mr Chappell
Mr Coyle
Mr J. Dalrymple
Mr A. G. Damerell
Mr Deacon
Mr J. Fisher
Mr E. Green
Mr H. Heron
Mr P. Sydney Hyndman
Mr Jewitt
Mr H. Lewis
Mr R. Moffatt
Mr & Mrs Moll
Mr & Mrs Reveira
Mr J. Robson
Mr T. H. Weiker
Mr Willsher
Mr Young

CRAIGIEBURN.

Mr H. Bells
Mr & Mrs H. Matheson Brown
Mr & Mrs W. Bruce
Mr J. W. Crouch
Mr G. H. Edwards
Capt. J. Farrow
Mr & Mrs C. Georg
Mr & Mrs G. Grimble
Major & Mrs Claude Hamilton
Mr J. J. B. Heemskerk
Mr W. Helms
Capt. P. Langlands, A.O.D.
Mrs Langlands
Mr E. Burns Pye
Mr & Mrs F. R. C. Surplice

PEAK HOTEL.

Mr M. Austinoff
Mr J. F. Boulton
Mr James Beattie
Mr J. W. C. Bonnar
Colonel L. F. Brown, R.E.
Mr G. Brusse
Mr H. F. R. Bryne
Capt. & Mrs Prynne
Sir John Carrington
Miss Carrington
Col. A. W. Collard
Colonel Crookenden
Mr W. Davies
Mr F. H. Dixon
Mr W. B. Dixon
Mr J. S. Ezekiel
Mr Andrew Forbes
Mr Andrew Gaffney
Mr D. M. Graham
Major Hamilton
Mr and Mrs W. F. Inglis & children
Mr Philips Jameson
Mr H. U. Jeffries
Mr J. E. Lee
Mr R. Martin
Mr A. J. May
Mr A. P. B. McDermott
Mr J. R. Meston
Mr J. F. Miller
Mrs I. F. Miller
Mr & Mrs Newman Mumford & children
Mr John Pitt, R.N.
Hon. H. E. Pollock
Hon. R. Murray Rumsey, R.N.
Capt. Sawer
Mrs Sawer
Mr A. Sinclair
Mr A. G. Stokes
Mr J. S. Thomson
Mr W. H. Wheeler
Colonel Wheeler
Mr W. T. Wilgress
Mrs Wilgress and children
Mrs John Wilkie
Mrs W. Wilson and child
Mr & Mrs H. Taylor Wright

POST OFFICE NOTICES.

MAILS will close:—

For BANGKOK.—
Per *Marie Jebsen*, at 9 a.m., on Tuesday, the 8th October.

For SINGAPORE.—
Per *Tientsin*, at 11 a.m., on Tuesday, the 8th October.

For YOKOHAMA & KOBE.—
Per *Bamberg*, at 11 a.m., on Tuesday, the 8th October.

For MOJI, KOBE & YOKOHAMA.—
Per *Yamaguchi Maru*, at 11 a.m., on Tuesday, the 8th October

Xmas and New Year Parcels (*via* Gibraltar).—Parcels for the United Kingdom, posted before 3 p.m., on Friday, the 8th November, are due in London about the 13th December, and those posted before 3 p.m., on Friday, the 22nd November, are due in London about the 27th Dec.

The following postage will be collected:—

For a parcel not exceeding 3 lbs. in weight 50 cents.
" " " 7 lbs. in weight $1.00
" " " 11 lbs. in weight $1.50

With an additional 50 cents, Parcels may be sent via BRINDISI, and if posted before 3 p.m., on Friday, the 22nd November, are due in London about the 21st Dec., and those posted before 3 p.m., on Friday, the 6th December, are due in London about the 4th January.

All Parcels containing Jewellery, or any article of Gold or Silver, must be Insured, and all Insured Parcels must be sealed. The seals must bear the impression of a private mark.

Senders of Parcels are requested to post them a few days in advance.

SHIPPING.

ARRIVALS.

October 5.

Bormida, Italian str., 1,499, D. Costa, Bombay September 17, and Singapore 29, General.—CARLOWITZ & Co.

Hailoong, British str., 782, H. Bathurst, Haiphong Oct. 3, and Hoihow 4, Rice and General.—DOUGLAS STEAMSHIP Co.

Hermes, Norwegian steamer, 849, A. Knudsen, Fremantle Sept. 16, Timber.—SANDER, WIELER & Co.

Foochow, British steamer, 1,248, S. C. Smale, Tongku and Chefoo September 29, Vermicelli.—BUTTERFIELD & SWIRE.

October 6.

Kwongsang, British steamer, 989, T. Arthur, Newchwang and Chefoo Sept. 30, at 6.30 p.m., General and Bean Oil.—JARDINE, MATHESON & Co.

Kutsang, British steamer, 1,495, T. W. Selby, Saigon Oct. 1, Rice and Rice-flour.—JARDINE, MATHESON & Co.

Anping Maru, Japanese str., 1,053, S. Atsumi, Foochow, via Amoy and Swatow Oct. 5, at 5 p.m., General.—MITSUI BUSSAN KAISHA.

Obi, British str., 1,951, R. Pinkham, Moji September 30, Coal.—MITSUI BUSSAN KAISHA.

Ras Rowa, British str., 1,854, Lakey, Bombay Sept. 13, Cotton.—P. & O. S. N. Co.

Hailan, French str., 377, L. Andersen, Pakhoi Oct. 5, General and Pigs.—A. R. MARTY.

Natal, French steamer, 1,984, Bouis, Shanghai October 4, Mails and General.—MESSAGERIES MARITIMES.

Daybreak, British str., from Canton.

Choysang, British str., from Canton.

Taifu, German str., from Canton.

October 7.

Kaifong, British str., 1,024, G. H. Pennefather, Cebu Oct. 3, Hemp.—BUTTERFIELD & SWIRE.

Salazie, French steamer, 2,088, Aubert, Marseilles Sept. 1, and Saigon October 3, Mails and General.—MESSAGERIES MARITIMES.

Machew, German str., 995, G. Wendig, Bangkok Sept. 30, Rice.—BUTTERFIELD & SWIRE.

Hanoi, French steamer, 758, P. Merlees, Hoihow Oct. 6, General.—A. R. MARTY.

Koto, Austrian str., 1,341, A. Vidossich, Moji Oct. 1, Coal.—ORDER.

Mongkut, German steamer, 852, Götshe, Bangkok Sept. 30, Teakwood and Rice.—BUTTERFIELD & SWIRE.

Itria, British transport (No. 15), 3,382, A. S. Houstoun, R.N.R., Calcutta Sept. 23, Government Stores.—GOVERNMENT.

Sandakan, German steamer, 1,374, Brandstetter, Sandakan Oct. 2, Timber.—MELCHERS & Co.

DEPARTURES.

October 5.

Albion, British battleship, for Amoy.

October 6.

Glengyle, for Singapore and New York.
Daigi Maru, for Swatow.
Dr Hans Jurg Kiær, for Chefoo.
Emma Luyken, for Saigon.

October 7.

Natal, for Europe, &c.
Hongkong, for Haiphong.
Ailsacraig, for Kutchinotzu.
Taicheong, for Saigon.
Salazie, for Shanghai.
Hoihow, for Hoihow.
Pax, for Saigon.
Algoa, for Moji and San Francisco.
Foochow, for Canton.
Kwonglee, for Canton.
Kwongsang, for Canton.

CLEARED

Hans Menzell, for Hongay.
Benlarig, for Cape St. James.
Pronto, for Manila.
Munchen, for Shanghai.
Maosang, for Sandakan.
Ness, for Moji.

PASSENGERS.

ARRIVED.

Per *Bormida*, from Singapore, 265 Chinese.

Per *Hailoong*, from Haiphong, &c., Mr Ogden, and 19 Chinese.

Per *Kutsang*, from Saigon, 80 Chinese.

Per *Anping Maru*, from Coast Ports, 108 Chinese.

Per *Natal*, for Hongkong: from Kobe, Mr Essabhoy; from Shanghai, Mr and Mrs Coggin and child, Messrs A. R. Wellscher, R. M. Raymond, E. L. Kraemer, George Russel, Borzo, Rovai Hugo, Nastropaolo, Ventura, F. Jodern Vincenzo, Cafranco Antonio, James Lewis, W. N. Flassen, E. A. Leos, and Roche.

Per *Kaifong*, from Cebu, Major Crane, Mr Fortish, and 20 Chinese.

Per *Salazie*, for Hongkong: from Marseilles, Messrs Teyssot and Brevault; from Colombo, Messrs Peron, Mayor Lock, and 13 Chinese; from Singapore, Rev. Warkwright, and Mr Lassen; from Saigon, Mr and Mrs O'Cannell, Mrs and Miss Macchineff, Mr Scheider, Mr and Mrs Meyertoff, Mr Fugu Martins, Mr Banmann, and 137 Chinese. For Shanghai: from Marseilles, Mr Juhen Egmar, Mr Vinchi, Mr Servarim, and Mrs Funel; from Aden, Mr and Mrs Derbsy. For Nagasaki: from Marseilles, Mrs de Carcer and 3 children, Mr Edmam, and Mrs Robert; from Saigon, Mr Letord. For Kobe: from Singapore, Mr Fokie. For Yokohama: from Marseilles, Messrs Lanne, Dorenus, Tremble, Fame, Cambon, and Laqhie; from Colombo, Mr Routledge; from Singapore, Messrs Saheed, J. Ibrahim, and Nakagawa; from Saigon, Mr Masset Réne.

SHIPPING REPORTS.

The British steamer *Hailoong* reports: From Haiphong Oct. 3rd, and Hoihow 4th, light to strong wind from E.N.E. to N., with heavy swell, fine weather, clear sky.

The British steamer *Kwongsang* reports: From Newchwang and Chefoo Sept. 30th, at 6.30 p.m., had fine weather, light winds and moderate sea. On Friday, Oct. 4th, at 3.30 a.m., wind shifted into the North off Tungsha Island, increasing to a gale by 8 p.m., high sea running. On Saturday, the 5th, wind shifted South by way of East falling light and sea moderate.

The British steamer *Kutsang* reports: Fine weather, with moderate N. to N.W. winds, heavy N.E. swell.

The British steamer *Kaifong* reports: From Cebu Oct. 3rd, fine, clear weather, light winds and smooth sea.

POST OFFICE NOTICES.

MAILS will close:—

For SHANGHAI.—
Per *Tingsang*, at 11 a.m., on Tuesday, the 8th October.

For MOJI, KOBE, VICTORIA, B.C., & TACOMA.—
Per *Queen Adelaide*, at 11 a.m., on Tuesday, the 8th October.

For SINGAPORE, PENANG & CALCUTTA.—
Per *Kumsang*, at 4 p.m., on Tuesday, the 8th October.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing from Green Island. Vessels near the Hongkong shore are marked *h.*, near the Kowloon shore *k.*, and those in the body of the Shipping or midway between each shore are marked *c.*, in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour's Office.
4. From Harbour Master's to the Market.
5. From The Market to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From Kellet's Island to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

Vessels' Names.	Anchorage	Captain.	Flag and Rig.	Tons nett.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers.								
Anping Maru	5 c	Atsumi	Japan. str.	962	Oct. 6	Mitsui Bussan Kaisha	Swatow & Foochow	Oct. 8.
Bamberg	k w	Zurbonsen	Ger. str.	2659	Oct. 3	Hamburg-Amerika Linie	Yokohama & Kobe	Oct. 8.
Benlarig	7 c	Kroble	British str.	1452	Sept. 30	Gibb, Livingston & Co.		
Bormida	k w	Costa	Ital. str.	1499	Oct. 5	Carlowitz & Co.	....	K'loon Dock
Cebu	...	Inchausgarri	Amer. str.	648	Sept. 29	Brandao & Co.		
Charles Rogier	8 c	Smith	British str.	1292	Sept. 8	Japanese		
Chingtu	4 c	Lindbergh	British str.	2260	Oct. 5	Butterfield & Swire		
Choysang	4 c	Bowker	British str	1194	Oct. 6	Jardine, Matheson & Co.	Swatow & Shanghai	Oct. 8.
Chunsang	...	Muir	Brit. str.	1418	Sept. 21	Jardine, Matheson & Co.	....	Cos'tau Dock
Daphne	3 c	Schipper	Ger. str.	1291	Oct. 2	Siemssen & Co.		
Daybreak	3 c	Best	British str.	700	Oct. 6	C. M. S. N. Co.		
Eleano	...	Altonage	Amer. str.	501	Sept. 3	Brandao & Co.	....	K'loon Dock
Empress of China	5 c	Archibald	British str.	3003	Oct. 1	C. P. R. Co.		
Esmeralda	6 c	McGinty	Brit. str.	966	Oct. 5	Shewan, Tomes & Co.	Manila	Oct. 8.
Foochow	4 c	Smale	British str.	1249	Oct. 5	Butterfield & Swire		
Haiching	5 h	Davis	British str.	1267	Oct. 5	Douglas Steamship Co.	Swatow & Foochow	Oct. 8.
Hailan	3 c	Andersen	French str.	377	Oct. 6	A. R. Marty		
Hailoong	5 h	Bathurst	British str.	783	Oct. 5	Douglas Steamship Co.		
Hanoi	3 c	Merlees	French str.	739	Oct. 7	A. R. Marty		
Hans Menzell	4 c	Nebinger	Ger. str.	1694	Oct. 3	E. A. Trading Co.		
Hermes	2 c	Knudsen	Norw. str.	849	Oct. 5	Sander, Wieler & Co.		
Holstein	[illegible] c	Upland	Ger. str.	985	Oct. 2	Jebsen & Co.		
Hongkong Maru	4 c	Filmer	Japan. str.	6156	Oct. 2	Toyo Kisen Kaisha	S'hai & San F'cisco	Oct. 12.
Indrapura	7 c	Hollingsworth	British str.	3152	Sept. 29	Allan Cameron		
Jacob Diederichsen	3 c	Schlaikier	Ger. str.	623	Oct. 5	Jebsen & Co.		
Kaifong	6 c	Pennefather	British str	1024	Oct. 7	Butterfield & Swire	Hoilo & Cebu	Oct. 11.
Kumsang	4 c	Buller	British str.	2078	Sept. 29	Jardine, Matheson & Co.	S'pore & Calcutta	Oct. 8.
Kutsang	3 c	Selby	British str.	1495	Oct. 6	Jardine, Matheson & Co.		
Kwongsang	3 c	Arthur	British str.	989	Oct. 6	Jardine, Matheson & Co.		
Machew	3 c	Wendig	Ger. str.	996	Oct. 7	Butterfield & Swire		
Marie Jebsen	3 c	Hemmert	Ger. str.	1779	Oct. 2	Jebsen & Co.	Bangkok	Oct. 8.
Mongkut	3 c	Gotshe	Ger. str.	859	Oct. 7	Butterfield & Swire		
Nanchang	3 c	Finlayson	British str.	1062	Oct. 5	Butterfield & Swire		
Nanshan	3 c	Jones	British str.	1299	Oct. 3	Bradley & Co.		
Ness	8 c	Peart	Brit. str.	1961	Oct. 5	Mitsui Bussan Kaisha		
Obi	8 c	Pinkham	British str.	1951	Oct. 6	Mitsui Bussan Kaisha	Moji	Oct. 9.
Pax	3 c	Damster	Belgian str.	1207	Sept. 30	Melchers & Co.		
Phra Nang	3 c	Mangelsdorff	Ger. str.	1021	Sept. 24	Butterfield & Swire		
Pronto	3 c	Grandt	Ger. str.	634	Sept. 29	Siemssen & Co.		
Queen Adelaide	4 c	McNair	British str.	1835	Oct. 1	Dodwell & Co., Limited	Moji & Tacoma	Oct. 8.
Ras Rowa	k w	Lokey	British str.	1854	Oct. 6	P. & O. S. N. Co.		
Taichiow	3 c	Reher	Ger. str.	862	Oct. 4	Butterfield & Swire		
Taifu	3 c	Martens	Ger. str.	1665	Oct. 6	Tung Kee & Co.		
Telemachus	3 c	Williamson	British str.	1379	Oct. 5	Chinese		
Thales	...	Robson	British str	836	Oct. 4	Douglas Steamship Co.	....	K'loon Dock
Tientsin	k w	Cooke	British str.	3950	Oct. 1	P. & O. S. N. Co.	S'pore and Bombay	Oct. 8.
Tingsang	4 c	Sawer	British str.	1645	Sept. 29	Jardine, Matheson & Co.	Foochow	Oct. 8.
Victoria	...	Panton	British str.	2112	Aug. 1	Dodwell & Co., Ld.	....	K'loon Dock
Yamaguchi Maru	k w	Yoshizawa	Japan. str.	2058	Oct. 4	Nippon Yusen Kaisha	Moji & Yokohama	Oct. 8.
Yedo Maru	3 c	Nakagawa	Japan. str.	1068	Oct. 5	Chinese		
Sailing Vessels.								
Albania	2 c	Brawnell	British sh.	1136	Sept. 27	Master		
Celeste Burrill	3 k	Trefry	British sh.	1764	May 29	Order		
Geo. Valentine	...	Harbert	French bk.	766	Aug. 23	Order	....	K'loon Dock
Helen A. Wyman	2 k	Vanhon	Amer. bqe.	1664	Sept. 10	Arnhold, Karberg & Co.		
Kentmere	2 c	Bandy	Brit. sh.	2347	Sept. 19	Standard Oil Co.		
Launberga	2 c	McDougall	Brit. bqe.	1215	Aug. 14	A. G. Morris		
Lucia	2 k	Andersen	Brit. bqe.	640	Oct. 1	Sander, Wieler & Co.		
Manuel Llaguno	2 c	Nichols	Amer. sh.	1650	June 29	Standard Oil Co.		
Sea Witch	2 c	Howes	Amer. sh.	1172	Feb. 21	Master		
State of Maine	2 k	Colcord	Amer. sh.	1467	Sept. 8	Standard Oil Co.		
Wm. H. Conner	2 c	Colcord	Amer. sh.	1525	Sept. 26	Standard Oil Co.		

STEAMERS PASSED SUEZ CANAL.

(SUPPLIED THROUGH REUTER.)

Olimpo, *Sunda*, Aug. 28; *Shanghai Marquis Bacquehem*, *Margherita*, Sept. 3; *Hermiston*, *Prima*, September 6; *Adana*, *Cholon*, *Pembrokeshire*, Sept. 10; *Armand Behic*, Sept. 13; *Glenshiel*, *Malacca*, *Ettrickdale*, *Forovic*, *Mercur*, September 17; *Feronia*, *Marburg*, *Japan*, *Rhipeus*, *Oceanica*, *Hudson*, *Hangang*, September 20; *Queen Christina*, *Erzherzog*, *Franz Ferdinand*, *Kiautschou*, Sept. 24; *Asama*, *Prometheus*, *Prinzess Irene*, *Zafiro*, October 1; *Borneo*, *Ernest Simons*, *Sueria*, Oct. 4.

ARRIVALS AT HOME.

Oct. 4, *Peleus*.

Mails.

The P. M. S. S. *China*, with the AMERICAN MAIL of the 12th Aug., left Yokohama on Wednesday, the 2nd Oct., at daylight, and may be expected here on or about Thursday, the 10th Oct.

The Imp. German Mail s.s. *Kiautschou* carrying the German Mails with dates from Berlin of the 15th Sept., left Colombo on Friday afternoon, the 4th Oct., and may be expected here on or about Tuesday, the 15th Oct.

The C. P. R. Co.'s s.s. *Empress of Japan* left Yokohama for Vancouver on the afternoon of Friday, Oct. 4th.

The N. P. K. s.s. *Nippon Maru*, with mails &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 27th Sept.

The O. & O. Co.'s s.s. *Doric*, with mails, &c., left San Francisco for this port, via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 20th Sept.

Steamers Expected.

The B. L. steamer *Benlomond*, from Antwerp and London, left Singapore on the 3rd Oct. for this port.

The H. A. L. steamer *Segovia*, from Hamburg, left Singapore for this port on the 3rd Oct., and may be expected here on or about the 9th Oct.

The N. Y. K. s.s. *Kagoshima Maru* left Shimonoseki for this port on the 4th Oct., and is expected to arrive here on the 9th Oct.

The N. Y. K. s.s. *Shinano Maru* left Singapore for this port on the 3rd Oct., and is expected to arrive here on the 9th Oct.

The s.s. *Catherine Apcar*, from Calcutta, left Singapore for this port on the afternoon of 4th Oct.

The s.s. *Oronsay* sailed from New York on the 21st August, for Straits, Hongkong, China and Japan.

The N. Y. K. s.s. *Kinshiu Maru* left Bombay for this port on the 28th Sept., and is expected to arrived here on the 19th Oct.

The s.s. *Knight Companion* left Portland on the 30th September for Hongkong via Japan ports.

The N. P. Co.'s s.s. *Clavering* sailed from Tacoma, for Hongkong via Vladivostock and Port Arthur on the 26th Sept.

The C. P. R. Co.'s s.s. *Tartar* left Vancouver for Hongkong, via Japan ports and Shanghai on the 24th Sept.

Latest Advices.

The P. & O. Co.'s s.s. *Coromandel*, with the ENGLISH MAIL of the Sept. 13th, left Singapore on Saturday, the 5th Oct., at 5 p.m., and may be expected here on about Thursday, the 10th Oct. This Packet brings replies to letters despatched from Hongkong on Aug. 12.

The Austrian Lloyd's s.s. *Trieste* left Kobe via Moji for this port, on the morning of Oct. 1.

The Imp. German Mail s.s. *Hamburg* left Kobe, via Nagasaki and Shanghai, on Sunday afternoon, the 6th Oct., and may be expected here on or about Tuesday, the 15th Oct.

China Coast Meteorological Register.

October 6th.—AT 4 P.M.

Station.	Hours.	Barometer.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.
W'lostock	2 p.	—	—	—	—	2	—
Tokio	,,	29.98	—	—	N	2	—
Kochi	,,	29.87	—	—	—	0	—
Nagasaki	,,	29.75	—	—	NE	8	—
Kagoshima	,,	29.72	—	—	E	8	—
Taihoku	1 p.	29.87	—	—	W	4	—
Taichu	,,	29.85	—	—	NW	6	—
Tainan	,,	29.83	—	—	NW	4	—
Koshun	,,	29.80	—	—	N	6	—
Pescadores	,,	29.81	—	—	NW	6	—
Gutzlaff	3 p.	29.85	72	81	NNE	7	ov
Sharp Pk.	,,	29.81	78	91	E	2	b
Amoy	,,	29.80	83	60	SE	3	b
Swatow	,,	29.83	84	—	ESE	1	c
Canton	,,	—	—	—	—	—	—
Hongkong	4 p.	29.81	82	59	E	1	b
Vict. Peak	,,	—	—	—	WSW	1	—
Gap Rock	,,	29.80	—	—	NNE	2	—
Macao	,,	29.81	83	—	NNW	1	c
Haiphong	1 p.	—	—	—	—	—	—
Manila	4 p.	29.80	86	78	SW	1	c
Malate	3 p.	—	—	—	SW	2	c
Bacolod	,,	—	—	—	—	0	b
Iloilo	,,	29.83	86	—	W	1	c
Cebu	,,	29.81	85	—	SW	2	c
C. S. James	,,	—	—	—	—	—	—

October 7th.—AT 10 A.M.

Station.	Hours.	Barometer.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.
W'lostock	7 a.	—	—	—	—	—	—
Tokio	10 a.	—	—	—	—	—	—
Kochi	,,	—	—	—	—	—	—
Nagasaki	,,	—	—	—	—	—	—
Kagoshima	,,	—	—	—	—	—	—
Taihoku	5 a.	29.89	—	—	E	2	—
Taichu	,,	—	—	—	—	—	—
Tainan	,,	—	—	—	—	—	—
Koshun	,,	29.89	—	—	—	0	—
Pescadores	,,	29.90	—	—	NE	4	—
Gutzlaff	9 a.	29.98	70	85	NW	4	cm
Sharp Pk.	,,	29.98	79	63	—	0	b
Amoy	,,	29.97	76	77	NW	1	b
Swatow	,,	29.98	80	—	NE	1	c
Canton	,,	—	—	—	—	—	—
Hongkong	10 a.	29.96	78	79	NE	2	op
Vict. Peak	,,	—	—	—	E	1	—
Gap Rock	,,	29.94	—	—	ESE	3	—
Macao	,,	—	85	—	N	1	cp
Haiphong	7 a.	—	—	—	—	—	—
Manila	10 a.	—	88	72	SE	1	c
Malate	9 a.	—	—	—	SE	2	b
Bacolod	,,	—	—	—	—	0	b
Iloilo	,,	29.95	83	—	—	0	c
Cebu	,,	29.93	84	—	—	0	b
C. S. James	7 a.	—	—	—	W	1	c

F. G. FIGG, *First Assistant.*

Hongkong, Observatory, Oct. 7, 1901.

1. BAROMETER, reduced to 32 degrees Fahrenheit, and to the level of the sea in inches, tenths, and hundredths.
2. TEMPERATURE, in the shade, in degrees Fahrenheit.
3. HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.
4. DIRECTION OF WIND, o two points.
5. FORCE OF WIND, according to Beaufort Scale.
6. STATE OF WEATHER, *b* blue sky, *c* detached clouds, *d* drizzling rain, *f* fog, *g* gloomy, *h* hail, *l* lightning, *o* overcast, *p* passing showers, *q* squally, *r* rain, *s* snow, *t* thunder, *v* visibly, *w* dew (wet).
7. RAIN, in inches, tenths, and hundredths.

Opium Quotations.

HONGKONG, October 7, 1901.

New Patna, cash	920/925
Old Patna, cash	—
New Benares, cash	902½
Old Benares, cash	—
New Malwa, credit	870/880
Allowance, Taels	net. 8/16
Last Year	890/900
Allowance, Taels	net. 8/16
Old Malwa, credit	910/920
Allowance, Taels	net. 8/16
Persian—Oily, cash	[illegible]
Allowance, Taels	[illegible]
Persian, Paper tied long	820
Allowance, each T.	[illegible]

Hongkong Tides.

The Tide Table given below has been compiled by the Nautical Almanac Office in London from the result of the analysis of observations taken by means of an automatic tide-recording machine in the Water Police Basin at Tsim Sha Tsui during the years 1887-8-9.

The zero of the table is Low Water Ordinary Spring Tides, which has been found to be 2 feet below mean sea level.

To obtain the depth of water on the tide gauge at the Victoria Naval Yard add 5 ft. 7 in., and on the gauge at Lamont Dock, Aberdeen, add 12 ft. 9 in. to the height given in the table.

8th to 14th October.

Day of Week.	Day of Month.	High Water. Hongkong Mean Time. (h m)	High Water. Height. (ft. in.)	Low Water. Hongkong Mean Time. (h m)	Low Water. Height. (ft. in.)
Tues.	8	m 5 34	4 4	m 0 24 a	0 2
		7 28 a	3 5		
Wed.	9	m 6 35	4 4	m 0 20	1 11
		7 54 a	3 6	1 2 a	0 3
Thur.	10	m 7 31	4 4	m 1 7	1 6
		8 17 a	4 0	1 34 a	0 4
Fri.	11	m 8 21	4 2	m 1 50	0 11
		8 38 a	4 4	2 3 a	0 6
Sat.	12	m 9 6	4 1	m 2 30	0 6
		8 57 a	4 8	2 29 a	0 8
Sun.	13	m 9 47	3 10	m 3 8	0 2
		9 15 a	4 10	2 54 a	0 9
Mon.	14	m 10 26	3 7	m 3 47	0 0
		0 34 a	5 0	3 21 a	1 0

Exchange.

HONGKONG, October 7, 1901.

On London—	
Bank, Wire	1/11 1/16
,, On demand	1/11⅛
,, 30 days' sight	1/11 3/16
,, 4 months' sight	1/11⅜
Credits, 4 ,, ,,	1/11⅜
Documentary, 4 months' sight	1/11⅜
On Paris—	
On demand	2.43
Credits, 4 months' sight	2.46
On Berlin—Demand	1.96
On New York—	
On demand	46⅞
Credits, 60 days' sight	46⅝
On Bombay—	
Wire	144
On demand	144¼
On Calcutta—	
Wire	144
On demand	144¼
On Singapore—	
On demand	½ % pm.
On Manila—	
On demand	4 % pm.
On Shanghai—	
On demand	73½
30 days' sight, (private paper)	73⅞
On Yokohama—	
On demand	5¾ % pm.
Gold Leaf, 100 fine, (per tael)	$53.50
Sovereigns (Bank's buying rate)	$10.28
Silver (per oz.)	26⅞d.

Temperature.

(*Taken at Messrs Falconer & Co.'s Premises, Queen's Road.*)

HONGKONG, October 7, 1901.

BAROMETER—	9 A.M.	29.90
Do.	1 P.M.	29.80
Do.	4 P.M.	29.87
THERMOMETER—	9 A.M.	83
Do.	1 P.M.	85
Do.	4 P.M.	83
Do. (Wet bulb)	9 A.M.	74
Do. Do.	1 P.M.	74
Do. Do.	4 P.M.	75
Do. Maximum		85
Do. Minimum overnight		81

VESSELS AT THE DOCKS:—At Kowloon.—Canton River, Eleano, Zafiro, Cebu, U.S.S. Monterey, H.M.S. Argonaut, Thales, Bakan Maru, Hans Menzell.

Cosmopolitan.—Munchen, Albania.

Aberdeen.—Taifu.

Vessels Advertised as Loading.

Destination.	Vessels.	Agents.	Date of Leaving.
Anping, S'tow, Amoy	Maidzuru Maru (s)	Mitsui Bussan Kaisha	Oct. 10.
Australian Ports	Chingtu (s)	Butterfield & Swire	Oct. 12.
B'bay, S'pore & Col'bo	Kagoshima Maru (s)	Nippon Yusen Kaisha	Oct. 11, daylight.
Bremen & Ports of Call	Hamburg (s)	Hamburg-Am'ka Linie	Oct. 16.
H'vre, B'men & H'burg	Koeningsberg (s)	Hamburg-Am'ka Linie	Oct. 19.
Havre and Hamburg	Bamberg (s)	Hamburg-Am'ka Linie	Nov. 2.
Kobe and Yokohama	Shinano Maru (s)	Nippon Yusen Kaisha	Oct. 11, daylight.
London, &c.	Palawan (s)	P. & O. S. N. Co.	Oct. 12, at noon.
London	Pyrrhus (s)	Butterfield & Swire	Oct. 15.
London	Canton (s)	P. & O. S. N. Co	Oct. 19, at Noon.
London	Calchas (s)	Butterfield & Swire	Oct. 29.
London	Nestor (s)	Butterfield & Swire	Nov. 12.
London	Machaon (s)	Butterfield & Swire	Nov. 26.
Liverpool	Ulysses (s)	Butterfield & Swire	Oct. 14.
Liverpool	Dardanus (s)	Butterfield & Swire	Nov. 15.
Manila	Esmeralda (s)	Shewan, Tomes & Co.	Oct. 8, at 5 p.m.
Manila v. Amoy	Yuensang (s)	Jardine, Matheson & Co	Oct. 11, at 4 p.m.
Manila, Iloilo & Cebu	Kaifong (s)	Butterfield and Swire	Oct. 11.
Marseilles, London, &c	Hakata Maru (s)	Nippon Yusen Kaisha	Oct. 18, daylight.
Moji, Kobe & Y'ma	Yamaguchi Maru (s)	Nippon Yusen Kaisha	Oct. 8, at noon.
Nagasaki & W'wostock	Daphne (s)	Siemssen & Co.	Oct. 9, at 3 p.m.
N'saki, Kobe, & Y'ma	Kasuga Maru (s)	Nippon Yusen Kaisha	Oct. 18, at noon.
New York	Manuel Llaguno	Shewan, Tomes & Co.	About Oct. 25.
New York	Satsuma (s)	Dodwell & Co. Limited	About Oct. 26.
New York	Adana (s)	Shewan, Tomes & Co.	Nov. 10.
New York v. Suez Canal	Asama (s)	Shewan, Tomes & Co.	Dec. 15.
Portland, (Or.)	Indrapura (s)	Allan Cameron	Oct. 14.
S. Francisco v. Japan	China (s)	Pacific Mail S. S. Co.	Oct. 19, at noon.
S. Francisco v. Japan	Hongkong Maru (s)	Toyo Kisen Kaisha	Oct. 12, at noon.
S. Francisco v. Japan	Strathgyle (s)	Butterfield & Swire	About Oct. 20.
S. Francisco v. Japan	Nippon Maru (s)	Toyo Kisen Kaisha	Nov. 5, at noon.
S. Francisco v. Japan	America Maru (s)	Toyo Kisen Kaisha	Nov. 28, at noon.
Shanghai	Coromandel (s)	P. & O. S. N. Co	About Oct. 12.
S'pore, Penang & C'tta	Kumsang (s)	Jardine, Matheson & Co	Oct. 8, at 2 p.m.
S'pore, Penang & C'tta	Trieste (s)	Sander, Wieler & Co.	Oct. 17.
Singapore & Bombay	Tientsin (s)	P. & O. S. S. Co.	Oct. 8, at noon.
S'tow, Amoy, F'chow	Haiching (s)	Douglas Lapraik & Co.	Oct. 8, daylight.
Swatow, Amoy, T'sui	Hailoong (s)	Douglas Lapraik & Co	Oct. 9, daylight.
Sydney & Melbourne	Australian (s)	Gibb, Livingston & Co	Oct. 24, at 3 p.m.
Sydney & Melbourne	Yawata Maru (s)	Nippon Yusen Kaisha	Oct. 25, at 4 p.m.
T'sui, Swatow & Amoy	Daijin Maru (s)	Mitsui Bussan Kaisha	Oct. 13.
Vancouver (B.C.), &c	Empress of China (s)	Canadian P'fic R. Co.	Oct. 23.
Victoria, B.C., &c.	Queen Adelaide (s)	Dodwell & Co., Limited	Oct. 8.
Victoria, B.C., &c.	Victoria (s)	Dodwell & Co., Ltd.	Oct. 15.
Victoria, B.C., &c.	Kinshiu Maru (s)	Nippon Yusen Kaisha	Oct. 19, at 4 p.m.

SHARE LIST.—QUOTATIONS.

OCTOBER 7, 1901.

Stocks.	No. of Shares.	Value.	Paid up.	Closing Quotations, Cash.
BANKS.				
Hongkong and Shanghai Bank Corp.	80,000	$ 125	all	$617½, buyers; London, £62.5.
Bank of China & Japan, Limited, ordinary	199,875	£ 8	£ 4	15 Shillings
,, deferred	1,250	£ 1	£ 1	£5.5
National Bank of China, Limited	19,970	£ 10	£ 8	$28, sellers
,, ,,	29,955	£ 10	£ 8	$28, sellers
Do. Founders' shares	7 0	£ 1	£ 1	$15, sellers
MARINE INSURANCES.				
Canton Insurance Office Co., Ld.	10,000	$ 250	$ 50	$167½, buyers
China Traders' Insurance Co., Ld.	24,000	$ 83.33	$ 25	$60, sellers
North-China Insurance Co., Ld.	5,000	£ 100	£ 25	Tls. 190, buyers
Straits Insurance Co., Ld.	30,000	$ 100	$ 20	nom.
Union Insurance Society, Ld.	10,000	$ 250	$ 50	$342½, buyers
Yangtsze Insurance Association, Ld.	8,000	$ 100	$ 60	$120, buyers
FIRE INSURANCES.				
China Fire Insurance Co., Ld.	20,000	$ 100	20	$83, buyers
Hongkong Fire Insurance Co., Ld.	8,000	$ 250	50	$342½, buyers
DOCKS, ETC.				
H'kong & Whampoa Dock Co. Ld.	50,000	$ 50	all	$290, buyers
Geo. Fenwick & Co., Limited	6,000	$ 25	$ 25	$55, sellers
New Amoy Dock Co., Ltd.	6,000	$ 6¼	$ 6¼	$7.5
S. C. Farnham, Boyd & Co. Ld.	55,700	Tls. 100	Tls100	Tls. 265, sellers
STEAMBOATS, TUGS, ETC.				
China and Manila S. S. Co., Ld.	6,000	$ 50	$ 50	$58, sellers
	14,000	$ 50	$ 50	
Douglas Steamship Co., Limited	20,000	$ 50	all	$48½, ex div., buyers
HK. C. and M. Steamboat Co., Ld.	80,000	$ 15	$ 15	$34¾, buyers
Indo-China S. N. Company, Limited	60,000	£ 10	all	$144, buyers
China Mutual S. N. Co.	20,000	£ 10	£ 10	£10, buyers
			£7.10	£7.10, sellers
Do. (new issue)	20,000	£ 10	£ 5	£5, sellers
Star Ferry Company, Ld.	10,000	$ 10	$ 10	$24½ sales & by'rs, $9½ b'yrs, now
Shell Transport & Trading Co., Ltd.	2,000,000	£ 1	£ 1	£2.10, sales
Shanghai Tug Boat Co., Ld.	1,000	Tls. 100	Tls100	Tls. 335, buyers
Tuku Tug and Lighter Co., Ld.	8,600	Tls. 50	Tls. 50	Tls. 140, buyers
Shanghai Cargo Boat Co., Ld.	2,000	Tls. 100	Tls100	Tls. 127, sales
Co-operative Cargo Boat Co., Ld.	1,000	Tls. 100	Tls100	Tls. 127, ex div., sales
REFINERIES.				
China Sugar Company, Limited	20,000	$ 100	all	$150, sellers
Luzon Sugar Company, Limited	7,003	$ 100	all	$34, sellers
Perak Sugar Cultivation Co., Ld.	7,000	Tls. 50	Tls. 50	Tls. 77½
WHARVES.				
HK. & Kow. Wharf & Godown Co.	30,000	$ 50	all	$99, sellers
Wanchai Warehouse and Storage Company, Limited	2,600	$ 100	$ 37½	Nom.
Shanghai and Hongkew Wharf Co.	15,100	Tls. 100	Tls100	Tls. 295, buyers
LAND AND BUILDING.				
Hongkong Land Investment and Agency Company, Limited	50,000	$ 100	100	$195, buyers
Shanghai Land Investment Co., Ld.	26,000	Tls. 50	Tls. 50	Tls. 100, buyers
Kowloon Land and Building Company	6,000	$ 5	$ 30	$31½
Wei-hei-wei Land & Building Co., Ld	3,000	Tls. 25	Tls. 25	Tls. 20
Humphreys Estate & Finance Co.	100,000	$ 10	all	$13¼, sellers
West Point Building Co., Limited	12,500	$ 50	$ 50	$57, buyers
TRAMWAYS.				
HK. High-Level Tramways Co., Ld.	1,250	$ 100	all	$275, buyers
MINING.				
Jelebu Mining & Trading Co., Ld.	60,000	$ 5	all	$5½, sellers
New Punjom Mining Co., Ld.	60,000	$ 9	all	$5, sellers
,, ,, Preference shares	30,000	$ 1	all	$1.25
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	all	$325
Queen's Mine, Limited	400,000	25 cents	25 cts.	4 cents
Raub Aust. Gold Mining Co., Ld.	200,000	£ 1	13/	$14, buyers
Oliver's Freehold Mines, Ltd.	A 15,000	$ 5	$ 5	Nom.
	B 45,000	$ 5	$ 4	
HOTELS, ETC.				
Hongkong Hotel Company, Ltd.	12,000	$ 50	all	$130, buyers
Oriente Hotel, Manila	7,000	$ 50	$ 50	$55
Astor House Hotel Ltd. (Tientsin)	2,000	T. Tls. 50	Tls. 50	Tls. 115
DISPENSARIES.				
A. S. Watson & Co., Limited	60,000	$ 10	all	$15½, buyers
Watkins Limited	10,000	$ 10	$ 10	$10
LIGHTING.				
HK. and China Gas Co., Limited	7,000	£ 10	all	$140, buyers
Shanghai Gas Company, Ltd.	8,000	Tls. 50	Tls. 50	Tls. 112
Hongkong Electric Co., Limited	30,000	$ 10	$ 10	$12½, buyers
New Electrics (new issue)	30,000	$ 10	$ 5	$6½
BRICK AND CEMENT.				
Green Island Cement Co., Ld.	50,000	$ 10	$ 10	$21½, buyers
MISCELLANEOUS.				
Manila Investment Co., Ld.	20,000	$ 50	$ 50	$50, Nom.
Bell's Asbestos Eastern Agency, Ld.	10,000	£ 1	£ 15/-	$1.10
United Asbestos Oriental Agency, Limited	9,000 ord'y	$ 10	$ 4	$10, sellers
	100 fders	$ 10	$ 10	$15
Hongkong Bakery Company, Ld.	600	$ 50	$ 5	$60
Hk. Steam Water-boat Co., Ltd.	7,000	$ 10	$ 7	$8, buyers
Hongkong Dairy Farm Co.	10,000	$ 7½	all	$8, buyers
Hongkong Ice Company, Limited	5,000	$ 25	all	$183, buyers
Shanghai Waterworks Co., Ltd.	7,200	£ 20	£ 20	Tls. 3.0, sales
Tebrau Planting Company, Ltd.	20,000	$ 5	$ 5	$1
H'kong Rope Manufactory Co., Ld.	10,000	$ 50	all	$172½, sales
Hongkong Cotton Spinning Co., Ld.	120,000	$ 100	$ 100	$12, buyers
Ewo Cotton Spinning and Weaving Co., Ld.	17,500	Tls. 100	Tls10	Tls. 40, buyers
International Cotton Manufacturing Co., Ld.	10,000	Tls. 100	Tls10	Tls. 35, buyers
Laou-Kung-Mow Cotton Spinning and Weaving Co., Ld.	8,000	Tls. 100	Tls10	Tls. 42½, buyers
Soy Chee Cotton Spinning Co., Ld.	2,000	Tls. 500	Tls500	Tls. 280
Yahloong Cotton Spinning Co., Ld.	7,500	Tls. 100	Tls100	Tls. 11
China Provident Loan Mortgage Co., Ld.	50,000	$ 20	$ 10	$9½, sellers
China Borneo Company, Ltd.	7,500	$ 20	$ 15	$38
Universal Trading Co.	20,000	$ 20	$ 20	$19½, buyers
Robinson Piano Co. Ltd.	3,200	$ 50	$ 50	$50
Campbell, Moore & Co., Limited	1,200	$ 10	all	$20
Wm. Powell & Co., Limited	—		—	$10, Nom.
CIGAR COMPANIES.				
Philippine Tobacco Trust Co., Ld.	20,000	$ 50	$ 50	$50, Nom.
Alhambra Limited	200	$ 500	$ 500	$250, sellers

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886 [illegible]	767,800	Tls. 250	7 % p. annum	10 % prem.

[illegible] and [illegible], Share Brokers.

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